DCN 1123

BRAC 95 Undergraduate Pilot Training Joint Cross-Service Group

Book 8

NAS PENSACOLA

Command: **CNATRA**

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

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

Signature

14 OCT 1994
Date

CNET
Title

CNET
Activity

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

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

W. A. EARNER
NAME

Signature

Title

10/21/94
Date

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

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

9-29-94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

CLOSE HOLD

NAS PENSACOLA

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

DATA CALL 19

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

28 April, 1994

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

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

CLOSE HOLD

WC

Data For Capacity Analysis

Table of Contents

Mission Requirements 4

A. Undergraduate Flight Training (UFT) Throughput/Graduates 4
B. Flight Training 10
C. Flight Training Ground School 32
D. Other Ground Training 34
E. Training Airframes 36

Facilities 47

A. Airfield 47
B. Airspace 64
C. Ground Training 77
D. Aircraft Parking, Maintenance, and Supply 85

Features and Capabilities 91

A. Housing and Messing 91

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

A. Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: NAS PENSACOLA FL

Type of Pilot Training by Syllabus		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Advanced E2/C2 *	USN	43/9%/21	43/9%/21	43/9%/21	53/9%/26	53/9%/26	53/9%/26	53/9%/26	53/9%/26

*** All calculations were based on attrition remaining constant and projected output for 2000 & 2001**

Mission requirements (cont.)

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

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

Airfield: NAS PENSACOLA FL

Type of Navigator Training By Syllabus (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Tactical Navigator (TN/BN)	USN	48/5%/21	38/5%/17	38/5%/17	38/5%/17	38/5%/17	38/5%/17	38/5%/17	38/5%/17
	USMC	14/5%/6	12/5%/6	12/5%/6	12/5%/6	12/5%/6	12/5%/6	12/5%/6	12/5%/6
NOTE 1 →	~~IMT~~ FMS*	N/A	74/0/32	74/0/32	74/0/32	74/0/32	74/0/32	74/0/32	74/0/32
Radar Intercept Officer (RIO) NOTE 1 →	USN	29/11%/15	39/11%/20	39/11%/20	50/11%/26	50/11%/26	50/11%/26	50/11%/26	50/11%/26
	FMS*	40/0/40	40/0/40	40/0/40	40/0/40	40/0/40	40/0/40	Ø ~~40/0/40~~	Ø
Overwater Jet Navigator (OJN)	USN	37/10%/16	37/10%/16	37/10%/16	52/10%/22	52/10%/22	52/10%/22	52/10%/22	52/10%/22
Airborne Tactical Data Systems (ATDS)	USN	35/7%/21	35/7%/21	35/7%/21	~~29~~/7%/21 39	39/7%/21	39/7%/21	39/7%/21	39/7%/21
	USCG	2/0/2	2/0/2	2/0/2	2/0/2	2/0/2	2/0/2	2/0/2	2/0/2
WSO	USMC	17/11%/7	18/11%/7	18/11%/7	18/11%/7	18/11%/7	18/11%/7	18/11%/7	18/11%/7
NOTE 1 →	USAF*	N/A	30/0/13	30/0/13	30/0/13	30/0/13	30/0/13	30/0/13	30/0/13
NOTE 1 →	FMS ~~IMT~~*	N/A	40/0/40	40/0/40	40/0/40	40/0/40	40/0/40	40/0/40	40/0/40

* NO ATTRITION ESTABLISHED FOR USAF OR ~~IMT~~ FMS.

CNATRA N3 7 June 94

Note 1: Estimates only, as a result of joint training ~~initiatives~~ initiatives under study. Not approved by CNO.

CNATRA N3 7 June 94

5 (R) 6/7/94

Mission requirements (cont.)

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

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

Airfield: NAS PENSACOLA FL

Type of Navigator Training By Syllabus (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Tactical Navigator (TN/BN)	USN	48/5%/21	38/5%/17	38/5%/17	38/5%/17	38/5%/17	38/5%/17	38/5%/17	38/5%/17
	USMC	14/5%/6	12/5%/6	12/5%/6	12/5%/6	12/5%/6	12/5%/6	12/5%/6	12/5%/6
	IMT	N/A	74/0/32	74/0/32	74/0/32	74/0/32	74/0/32	74/0/32	74/0/32
Radar Intercept Officer (RIO)	USN	29/11%/15	39/11%/20	39/11%/20	50/11%/26	50/11%/26	50/11%/26	50/11%/26	50/11%/26
Overwater Jet Navigator (OJN)	USN	37/10%/16	37/10%/16	37/10%/16	52/10%/22	52/10%/22	52/10%/22	52/10%/22	52/10%/22
Airborne Tactical Data Systems (ATDS)	USN	35/7%/21	35/7%/21	35/7%/21	~~39~~/7%/21 39	39/7%/21	39/7%/21	39/7%/21	39/7%/21
	USCG	2/0/2	2/0/2	2/0/2	2/0/2	2/0/2	2/0/2	2/0/2	2/0/2
WSO	USMC	17/11%/7	18/11%/7	18/11%/7	18/11%/7	18/11%/7	18/11%/7	18/11%/7	18/11%/7
	USAF*	N/A	30/0/13	30/0/13	30/0/13	30/0/13	30/0/13	30/0/13	30/0/13
	IMT*	N/A	40/0/40	40/0/40	40/0/40	40/0/40	40/0/40	40/0/40	40/0/40

*** NO ATTRITION ESTABLISHED FOR USAF OR IMT.**

Mission requirements (cont.)

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

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

Type of Pilot Training by Syllabus		Historical Attrition By Fiscal Year		
		1991	1992	1993
ADV E2/C2	USN	~~12%~~ 16.4%	~~12%~~ 4.3%	~~9%~~ 8.1%

CNATRA N3

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

Type of Navigator Training By Syllabus		Historical Attrition By Fiscal Year		
		1991	1992	1993
Primary	*	~~5%~~ 5.3%	~~5%~~ 7.4%	~~5%~~ 6.8%
Intermediate	*	~~7%~~ 6.6%	7%	~~7%~~ 7.9%
Advanced TN/BN	*	~~5%~~ 4.4%	~~5%~~ 4.7%	~~5%~~ 9.8%
Advanced RIO	*	11%	~~11%~~ 8.0%	~~11%~~ 6.9%
Advanced OJN	*	~~10%~~ 6.7%	~~10%~~ 8.6%	~~10%~~ 13.3%

CNATRA N3

*** Numbers are same for all services, i.e., USN, USMC. Based upon guidance from CNATRA N32**

CLOSE HOLD

Mission Requirements (cont.)

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

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

Syllabus of Training	Level of Training	Service	Graduates FY 91	FY 92	FY 93
General NFO	PRI	USN	432	459	300
		USMC	51	44	44
		FMS	11	7	1
		NOA	2	0	0
		USC	1	0	0
General NFO	Intermediate	USN	294	288	179
		USMC	48	40	42
TN/BN	Advanced	USN	95	91	54
		USMC	34	20	20
RIO	Advanced	USN	63	63	50
		USMC	8	17	17
OJN	Advanced	USN	56	64	26
E2/C2 Pilot	Advanced	USN	44	79	34

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

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
NORU	215	240							240	28.8
NAMI FLT Surgeon	108	108	108	108	108	108	108	108	108	48

Mission Requirements (cont.)

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

Other Officer Training (Graduates)										
Activity NASC	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
OA	1942	2358	2458	2458	2458	2458	2458	2458	2458	109
IS	344	409	409	409	409	409	409	409	409	67
SP	493	841	841	841	841	841	841	841	841	45
FO	2454	2773	2832	2832	2832	2832	2832	2832	2832	15
PD	518	500	500	500	500	500	500	500	500	10

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
VT-4	4	10	6	5	5	5	5	5	5	2
VT-10	48	15	15	15	15	15	15	15	15	19
VT-86	15	6	6	6	6	6	6	6	6	5.5

Use the following formula to calculate ADSL:

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

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

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
NORU	1,598	2,000							1,700	220
NAMI HM-8406	131	140	140	140	140	140	140	140	140	48
NAMI HM-8409	35	30	30	30	30	30	30	30	30	14

Mission Requirements (cont.)

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

Enlisted Training (Graduates)										
Activity NASC	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
IS	845	1631	1437	1437	1437	1437	1437	1437	1437	145
SP	188	872	687	687	687	687	687	687	687	27
FE	961	1360	1360	1360	1360	1360	1360	1360	1360	6
PD	929	1036	1255	1255	1255	1255	1255	1255	1255	19

Use the following formula to calculate ADSL:

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

Mission Requirements (cont.)

Flight Training

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

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

*** Student spends a portion of each sortie in each airspace designated, totals are number of sorties/time for each phase.**

Stage of Training: BASIC INSTRUMENTS **Type Aircraft: T-2C** **VT-4 ADVANCED E2/C2**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	3	.5	6000'		475	1.5
PAT						
AW	3	.3				.9
ATCAA	3	.7				2.1
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	3					4.5

53.5 — deleted [illegible] MOA/WA/AA ~~E2/C2 86.8~~

74.4 ← P2/NFO ~~79.9~~ ADJ. NFO 145.2 NFO 228.1

OJN = 8.2 (T-39)
TN = 10.7 (T-39)
[illegible] = 6.6 (T-10)
[illegible] = 53.3 (T-39)

Stage of Training: RADIO INSTRUMENTS Type Aircraft: T-2C VT-4 ADVANCED E2/C2

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW	4	.3				1.2
ATCAA	4	1.4				5.6
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	4					6.8

Stage of Training: FAM Type Aircraft: T-2C VT-4 ADVANCED E2/C2

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	15	.67	6000'		457	10.0
PAT	16	61				9.7
AW	15	.2				3.0
ATCAA						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT *	16					22.7

Stage of Training: FORM **Type Aircraft: T-2C** **VT-4 ADVANCED E2/C2**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	15	.9	6000		475	13.5
PAT	15	.3				4.5
AW	15	.2				3.0
ATCAA						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	15					21.0

Stage of Training: AIRWAYS NAVIGATION/ ADVANCED RADIO INSTRUMENTS **Type Aircraft: T-2C** **VT-4 ADVANCED E2/C2**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW	8	.375				3.0
ATCAA	8	1.675				13.4
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	8					16.4

Stage of Training: OUT OF CONTROL FLIGHT **Type Aircraft: T-2** **VT-4 ADVANCED E2/C2**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	1	.1				.1
AW	1	.2				.2
ATCAA						
OWA						
OWAW						
WA	1	.8				.8
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	1					1.1

Stage of Training: NIGHT FAM **Type Aircraft: T-2** **VT-4 ADVANCED E2/C2**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	4	.525				2.1
AW	2	.4				.8
ATCAA	2	.6				1.2
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	4					4.1

Stage of Training: CARRIER QUALIFICATION **Type Aircraft: T-2** **VT-4 ADVANCED E2/C2**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	10	.4				4.0
AW	8	.1				.8
ATCAA						
OWA						
OWAW						
WA	2	2.7				5.4
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	12					10.2

Stage of Training: PRIMARY FAM **Type Aircraft: T-34** **VT-10 PRIMARY/INTERMEDIATE NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	7	0.5	1.2		.75	3.5
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	8	1.0/1.5	10.0		875	11.5
RA						
RR						
MTR						
TOTAL/STUDENT*	8					15

ops/sortie

24%

Stage of Training: PRIMARY NAV Type Aircraft: T-34 VT-10 PRIMARY/INTERMEDIATE NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	2.0	As ASGND			8.0
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT	4					8.0

Stage of Training: PRIMARY INAV Type Aircraft: T-34 VT-10 PRIMARY/INTERMEDIATE NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	2	1.5	13.5		3150	3.0
PAT						
AW						
ATCAA *	4	~~05/20~~ 1.25	AS ASGND	AS ASGND	AS ASGND	5.0
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	4					8

~ CHANGE N3

*. Actually general use airspace. ~ CHANGE N3

Stage of Training: INTERMEDIATE ANAV Type Aircraft: T-34 VT-10 PRIMARY/INTERMEDIATE NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	12	2.0	AS ASGND BY ATC	AS ASGND BY ATC	AS ASGND BY ATC	24
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*						

CNATRA N3

Stage of Training: INTERMEDIATE FORM Type Aircraft: T-34 VT-10 PRIMARY/INTERMEDIATE NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	2	0.5	AS ASGND	AS ASGND	AS ASGND	1.0
OWA						
OWAW						
WA						
AA	2	1.5	6.5			3.0
RA						
RR						
MTR						
TOTAL/STUDENT*	2					4.0

* ACTUALLY GENERAL USE AIRSPACE.

CNATRA N3

Stage of Training: INTERMEDIATE VNAV Type Aircraft: T-34 VT-10 PRIMARY/INTERMEDIATE NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	2.0	2.5			8.0
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	4					8.0

Stage of Training: INTERMEDIATE VNAV Type Aircraft: T-39 VT-10 PRIMARY/INTERMEDIATE NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	.825	AS ASGND	AS ASGND	AS ASGND	3.3
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	4	0.5	1.5			~~2.4~~ 2.0
TOTAL/STUDENT*	4					~~5.7~~ 5.3

* ACTUALLY GENERAL USE AIRSPACE.

CNATRA N3

HEARD CRETN-493 HOK 8 May 9

Stage of Training: INTERMEDIATE ANAV Type Aircraft: T-39 VT-10 PRIMARY/INTERMEDIATE NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	1.9	AS ASGND BY ATC	AS ASGND BY ATC	AS ASGND BY ATC	7.6
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	4					7.6

Stage of Training: OJN ON Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	3	.7		PAT/AW		2.1
OWA	3	1.0		WA,RA	664	3.0
OWAW						
WA						
AA						
RA						
RR						
MTR	3	.9				2.7
TOTAL/STUDENT*	3					7.8

* ACTUALLY GENERAL USE AIRSPACE.

CNATRA N3

OJN 17
TRNAV 17
→ RIO 42

TACT CREW 12 - add to all

use (42 + 12) × 4 ops/sortie = 216 ops

Stage of Training: OJN AIR NAV **Type Aircraft: T-39** **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW	3	2.5	FL410	ATCAA/ AW		7.5
ATCAA *						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT	3					7.5

Stage of Training: OJN LOW LEVEL **Type Aircraft: T-39** **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	.4	PAT			1.6
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	4	.6		N/A		2.4
TOTAL/STUDENT*	4					4.0

* ACTUALLY GENERAL USE AIRSPACE.

CNATRA N3

Stage of Training: OJN SURFACE SEARCH Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	3	.4				1.2
OWA						
OWAW						
WA	3	1.8	5K	AA/RA/ ONA	690	5.4
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	3					6.6

Stage of Training: OJN RADAR NAV Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	.4		PAT		1.6
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	4	.7	10k	ATCAA		2.8
TOTAL/STUDENT*	4					4.4

* ACTUALLY GENERAL USE AIRSPACE.

CAMTRA N3

Stage of Training: TN TACT NAV **Type Aircraft: T-39** **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW	3	.9	FL310	ATCAA		2.7
ATCAA *	3	.7		PAT/AW		2.1
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	3	.9	3000		1500	2.7
TOTAL/STUDENT*	3					7.5

Stage of Training: TN MOUNTAIN **Type Aircraft: T-39** **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	3	.4		ATCAA/AW		1.2
AW	3	1.0	FL310	ATCAA		3.0
ATCAA *						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	3	.9	11k	N/A		2.7
TOTAL/STUDENT*	3					6.9

* ACTUALLY GENERAL USE AIRSPACE.

CNATRA N3

Stage of Training: TN AIR NAV Type Aircraft: T-39 **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	3	2.5	FL410	ATCAA/AN	INDEF	7.5
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT	3					7.5

Stage of Training: TN LOW LEVEL Type Aircraft: T-39 **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	.4		PAT		1.6
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	4	.6				2.4
TOTAL/STUDENT*	4					4.0

* ACTUALLY GENERAL USE AIRSPACE.

CNATRA N3

Stage of Training: TN RADAR NAV Type Aircraft: T-39 **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	.4		PAT		1.6
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	4	.7	10k	ATCAA		2.8
TOTAL/STUDENT*	4					4.4

Stage of Training: TACT CREW COORD FAM Type Aircraft: T-2 **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	3	.4	1200'			1.2
AW	3	.8	FL350	ATCAA		2.4
ATCAA *						
OWA						
OWAW						
WA	3	.4				~~1.3~~ 1.2
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	3					~~4.9~~ 4.8

* ACTUALLY GENERAL USE AIRSPACE.

2
CNATRA N3

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8 May 94

Stage of Training: TACTICAL CREW COORD ATM Type Aircraft: T-2 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW	6	.4		PAT		2.4
ATCAA *						
OWA						
OWAW						
WA	6	.9	FL300	MOA	664	5.4
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	6					7.8

Stage of Training: TACT CREW COORD TACT LOW LEVEL Type Aircraft: T-2 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	3	.4		ATCAA		1.2
AW						
ATCAA *						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	3	1.0				3.0
TOTAL/STUDENT*	3					4.2

* ACTUALLY GENERAL USE AIRSPACE

2
ENTER N3

Stage of Training: RIO INTERCEPTS **Type Aircraft: T-39** **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *						
OWA						
OWAW						
WA	17	2.0	FL300	MOA	400	~~42.5~~ 34.0
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	17					~~42.5~~ 34.0

Heard CAET N- to ~~A~~ (illegible)

Stage of Training: RIO AIR NAV **Type Aircraft: T-39** **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW	4	2.5	FL410	ATCAA		10.0
ATCAA *						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	4					10.0

* ACTUALLY GENERAL USE AIRSPACE

2
CHAPTER N3

Stage of Training: RIO APPROACH HOP **Type Aircraft: T-39** **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	1	2.5		PAT		2.5 +
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	1					2.5

Stage of Training: RIO PURSUIT/INTERCEPT **Type Aircraft: T-39** **VT-86 ADVANCED NFO**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	5	.26		PAT		1.3 +
OWA						
OWAW						
WA	5	.9				4.5 +
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	5					5.8

* ACTUALLY GENERAL USE AIRSPACE

CHAPTER N3

Stage of Training: RIO ATTACK-REATTACK INTERCEPT Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	3	.4		PAT		~~.8~~ 1.2
OWA						
OWAW						
WA	3	.86		MOA		2.6
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	3					~~3.4~~ 3.8

HEADED CHECK ~~A-4~~ ~~ATA~~ S/MA

Stage of Training: RIO CONVERSION INTERCEPT Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	5	.4			PAT	2.0
OWA						
OWAW	5	.9		MOA		4.5
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	5					6.5

* ACTUALLY GENERAL USE AIRSPACE

CHAZZA N3

Stage of Training: RIO ADVANCED INTERCEPT AND UNKNOWN Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	.4		PAT		1.6
OWA						
OWAW						
WA	4	.9		MOA		3.6
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	4					5.2

Stage of Training: RIO LOW LEVEL Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW	3	.4		PAT		1.2
ATCAA *						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	3	.6		N/A		1.8
TOTAL/STUDENT*	3					~~6.0~~ 3.0

* ACTUALLY GENERAL USE AIRSPACE

CHAPTER N3

AWA HEARD CONSTANT SPACE

Key to types of airspace:

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

Stage of Training: RIO ATTACK-REATTACK INTERCEPT Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	3	.4		PAT		~~.8~~ 1.2
OWA						
OWAW						
WA	3	.86		MOA		2.6
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	3					~~3.4~~ 3.8

HEZKO CIET ~~A-44~~ ~~Bnt~~ SMC

Stage of Training: RIO CONVERSION INTERCEPT Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	5	.4			PAT	2.0
OWA						
OWAW	5	.9		MOA		4.5
WA						
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	5					6.5

* ACTUALLY GENERAL USE AIRSPACE

CHAPTER N3

Stage of Training: RIO ADVANCED INTERCEPT AND UNKNOWN Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA *	4	.4		PAT		1.6
OWA						
OWAW						
WA	4	.9		MOA		3.6
AA						
RA						
RR						
MTR						
TOTAL/STUDENT*	4					5.2

Stage of Training: RIO LOW LEVEL Type Aircraft: T-39 VT-86 ADVANCED NFO

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT						
AW	3	.4		PAT		1.2
ATCAA *						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR	3	.6		N/A		1.8
TOTAL/STUDENT*	3					~~6.0~~ 3.0

* ACTUALLY GENERAL USE AIRSPACE

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ADD HEARD CONSTANTLY BACK

Key to types of airspace:

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

Mission Requirements (cont.)

Flight Training (cont.)

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

Syllabus of Training **VT-4**	Level (Track) of Pilot Training	Trainer Aircraft	Sorties required per graduate					
			Student (syllabus)		Overhead		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C						
		JPATS						
Strike E2/C2	Intermediate	T-2	59	4	5	1	64	5
		T-45						
	Advanced	TA-4J						
		T-45						
SUPT	Primary	T-37						
	BF	T-38						
	AT	T-1A						
Etc.								

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

a. T-2 crosswind limits 30kts for instructor pilot, 10kts for solo students.

b. Weather mins:

(1) VMC for all student solo hops and OCF
(2) 1000/3 (VFR) for FAM, FORM.
(3) 1500/5 for CQ
(4) 5000/5 for Night FAM
(5) 200/1/2 for instruments - BI, RI, AN, AVRI

Mission Requirements (cont.)

Flight Training (cont.)

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

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Sorties required per graduate					
			Student (syllabus)		Overhead		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	11	1	2.68	0	13.68	1
	Intermediate	T-34C	18	0	N/A	0	18	0
Strike	Intermediate	T-39	8	0	0.5	0	8.5	0
		T-45						
	Advanced	TA-4J						
		T-45						
SUPT	Primary	T-37						
	BF	T-38						
	AT	T-1A						

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

T-34 Primary and Intermediate

	WX min		Syllabus mins	
	Ceiling/VS	X wind	Ceiling/VS	X Wind
FAM	200/1/2	22	9000/3	15/22
INAV	200/1/2	22	200/1/2	22
ANAV	200/1/2	25	3000/5	25
NAV	200/1/2	22	200/1/2	22
ANAV	200/1/2	22	200/1/2	22
FORM	CIRCLING	22	4500/3	22
VNAV	200/1/2	22	3000/5	22

T-39 Intermediate

	WX min		Syllabus mins		
	Ceiling/VS	X wind		Ceiling/VS	X
ANAV	200/1/2	25	ANAV	200/1/2	25
ANAV	200/1/2	25	VNAV	3000/5	25
VNAV	200/1/2	25			

Mission Requirements (cont.)

Flight Training (cont.)

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

Syllabus of Training **VT-86**	Level (Track) of NFO Training	Trainer Aircraft	Sorties required per graduate					
			Student		Overhead		Total	
			Day	Night	Day	Night	Day	Night
TN/BN	Advanced	T-2	12	N/A	17	1	29	1
		T-39	17	N/A	14	N/A	31	N/A
RIO	Advanced	T-2	12	N/A	17	N/A	29	N/A
		T-39	25	N/A	16	N/A	41	N/A
OJN	Advanced	T-2	12	N/A	17	N/A	29	N/A
		T-39	17	N/A	14	N/A	31	N/A

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

Advanced NFO
VR Routes - 3000ft/5nm T-2/T-39

IR Routes - No min Weather requirement T-39

MOA - 5000ft/5nm T-2
3000ft/5nm T-39

WA - 5000ft/5nm/ T-2
3000ft/5nm T-39

APP hop - OPNAV 3710 Alternate filing requirements.
SEE ATTACHED OPNAV CHART

DESTINATION WEATHER ETA plus and minus one (1) hour	ALTERNATE WEATHER ETA plus and minus one (1) hour		
0—0 up to but not including published minimums	3,000 — 3 or better		
Published minimums up to but not including 3,000 — 3 (*single piloted absolute minimums 200 — 1/2*)	NON-PRECISION	PRECISION	
		ILS	PAR
	*Published minimums plus 300-1	Published minimums plus 200—1/2	*Published minimums plus 200—1/2
3,000 — 3 or better	No alternate required		

*In the case of single-piloted or other aircraft with only one operable UHF/VHF transceiver, radar approach minimums may not be used as the basis for selection of an alternate airfield.

Figure 4-1. IFR Filing Criteria

conditions must meet the weather minimum criteria shown in Figure 4-1 for filing IFR flight plans and shall be based on the pilot's best judgment as to the runway that will be in use upon arrival. IFR flight plans may be filed for destination at which the forecasted weather is below the appropriate minimums provided a suitable alternate airfield is forecast to have at least 3,000-foot ceiling and 3-statute mile visibility during the period 1 hour before ETA until 1 hour after ETA.

4.6.3.3 Alternate Airfield. An alternate airfield is required when the weather at the destination is forecast to be less than 3,000-foot ceiling and 3-statute mile visibility during the period 1 hour before ETA until 1 hour after ETA.

Note

If an alternate airfield is required, it must have a published approach compatible with installed operable aircraft navigation equipment that can be flown without the use of two-way radio communication whenever either one of the following conditions is met:

a. The destination lacks the above described approach.

b. The forecasted weather at the alternate is below 3,000-foot ceiling and 3-statute mile visibility during the period 1 hour before ETA until 1 hour after ETA.

4.6.3.4 Icing and Thunderstorm Conditions. Flights shall be planned to circumvent areas of forecast atmospheric icing and thunderstorm conditions whenever practicable.

4.6.3.5 Aviation Severe Weather Watch (WW) Bulletins. The National Weather Service issues unscheduled WWs whenever there is a high probability of severe weather. WWs are used for a designated area and a specified time period. WWs are used by the Navy and Marine Corps weather forecasters for forecasting hazardous flying conditions. The Air Force issues scheduled military weather advisories (MWA). Those graphical advisories are an estimate of the weather producing potential of the existing air masses. The advisories will be given to all pilots filing from U.S. Air Force bases and will be used for flight planning when a National Weather Service WW is unavailable. Valid WW and MWA bulletins

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228

Mission Requirements (cont.)

'light Training Ground School

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

Facility Category Code (CCN): 171-20

Syllabus of Training	Level of Training	Facility Type(s)	Requirement (Hrs/Grad)
General	Primary		
Strike	Intermediate		
	Advanced		
SUPT	Primary		
	Bomber/ Fighter (BF)		
	Airlift/ Tanker (AT)		
API*	Initial Skills	171-20 Applied Inst	197
		171-35 Survival Training Pier	4
		179-59 Obstacle Course	4

*** Aviation Pre-Flight Indoctrination.**

WC

Mission Requirements (cont.)

Flight Training Ground School

Facility Category Code (CCN): 171-35

Syllabus of Training	Level of Training	Facility Type(s)	Requirement (Hrs/Grad)
General	Primary	Classroom and student admin spaces	145 hrs/student
		Simulator	27.5 hrs/student/simulator
General	Intermediate	Classroom and student admin spaces	71.5 hrs/student
		Simulator	16.5 hrs/student/simulator
Advanced	RIO/TN/OJN	Classroom	144.2 RIO/ 127.2 TN/ 127.2 OJN
		Simulator	52.5 RIO/ 25.5 TN/ 27.5 OJN
Advanced	E2/C2	Classroom 113.5	~~43.0~~ hrs/student
		Simulator 52.5	~~23.8~~ hrs/student

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

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CNATRA N3

None

Mission Requirements (cont.)

Other Ground Training

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

CCN: 171-20

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
CLASSROOM	NACCS	LAND SURVIVAL	8	6,800	8	11,520
CLASSROOM	LSS	LAND	9	900	7	1,800
CLASSROOM	NAWSTP	BAY OPS	13	780	13	780
CLASSROOM	RSS	BAY OPS	22	4,180	22	13,860
CLASSROOM	FLEET	H20 REFR	17	9,350	17	11,220
CLASSROOM	FLEET	INT DEVC	26	1,820	26	3,640
CLASSROOM	NACCS	BAY OPS	12	10,200	12	17,280
CLASSROOM	AITC	INSTR	101	12,625	101	17,170
CLASSROOM	RITC	INSTR	30	8,700	30	10,800
CLASSROOM	NLDP	LDSHP	120	132,000	120	170,400
CLASSROOM	NAMP	AVMAINT	557	194,950	557	278,500
CLASSROOM	DCO	INDOC	77	33,880	77	60,060
CLASSROOM	LCDO/CWO	INDOC	119	60,690	119	58,310
CLASSROOM	TQL	LDSHP	40	6,800	40	6,400
CLASSROOM	NACCS	AIRCREW	29	24,650	29	41,760
CLASSROOM	OCS	INDOC	146	3,650	199	59,700
CLASSROOM	AOO	ORDNANCE	233	11,650	393	88,425
TRNG TNK	NAWSTP	DEVICES	24	1,440	24	1,440
TRNG TNK	NACCS	DEVICES	7	5,950	7	10,080
TRNG TNK	FLEET	DEVICES	36	93,600	36	95,400
TRNG TNK	FLEET	REFRESHR	11	6,050	11	7,260

CLOSE HOLE

Encl (2)

POOL	NAWSTP	SWIM	35	2,100	35	2,100
OOL	NACCS	SWIM	54	45,900	54	77,760
GYM	LDO/CWO	PT	12	6,120	12	5,880
POOL	FLEET	SWIM	18	3,060	18	2,520
GYM	OCS	PT	45	1,125	50	15,000
POOL	OCS	SWIM	12	300	17	5,100
CLASSROOM	NAMI	AVN MED	410	53,710	410	53,710
CLASSROOM	NAMI	FLT SURG	823	88,884	823	88,884
PHYSIOLOGY	NAMI	AEROSPACE PHYSIOLOGY	282	9,870	282	9,870

CLOSE HOLD

Encl (2)

Mission Requirements (cont.)

. Other Ground Training

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

CCN: 171-20

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
NORU Applied Inst	CNP	Skill Trng	225	407,925	225	450,000

CCN: 179-40

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
FIRING RANGE	NACCS	PISTOL	4	3,400	4	5,760
	LDO/CWO	PISTOL	3	1,530	3	1,470
	DCO	PISTOL	5	2,200	5	3,900

CCN: 171-20

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
CLASSRM	NACCS	LECTUR	22	18,700	22	31,680
CLASSRM	RSS	LECTUR	65	12,350	65	40,950
SWIM TNK	RSS	SWIM	130	24,700	130	81,900

CCN: 171-10

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
CLASSRM	NAWSTP	LECTUR	78	4,680	78	4,680

CCN: 179-60

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
DRILL FIELD	LDO/CWO	DRILL	4	2,040	4	1,960
	DCO	DRILL	6	2,640	6	4,680

CCN:171-20

Type of Training Facility	User	Type of Training	FY 1993 Requirements		* FY 1994 Requirements	
			Hrs/ Student	Hrs/Yr	Hrs/ Student	Hrs/Yr
Photo School	USN/USMC/ DOD/Allied	Photographer's Mate, Class A	412	59,328	412	79,104
Photo School	USN/USMC/ DOD/Allied	Tac Airborne Recon Pod Sys (TARPS)	80	80	80	80
Photo School	USN/USMC/ DOD/Allied	EH-38 Photo QC/Maint	312	10,920	312	10,920
Photo School	USN/USMC/ DOD/Allied	Visual Information Manager	N/A	0	N/A	0
Photo School	USN/USMC/ DOD/Allied	Photojournalism (EIC)	N/A	0	N/A	0
Photo School	USN/USMC/ DOD/Allied	Camera Repair	520	3,120	520	3,120
Photo School	USN/USMC/ DOD/Allied	Photo Equipment Maintenance	240	4,320	240	4,320
Photo School	USN/USMC/ DOD/Allied	Video Production	680	20,400	680	20,400
Photo School	USAF/USMC	Imagery Production	N/A	0	344	8,256
Photo School	USAF/USMC/ DOD/Allied	Imagery Systems Maintenance	N/A	0	592	14,208
Photo School	USAF/USMC/ DOD/Allied	Advanced Imagery Systems Maint	N/A	0	144	4,608
Photo School	USAF/USMC/ DOD/Allied	Still Photography	N/A	0	536	57,888
Photo School	USA	Combat Documentation/ Production Phase I	N/A	0	672	96,768
Photo School	USA	Combat Documentation/ Production Phase II	N/A	0	680	16,320
Photo School	USAF/USMC/ DOD/Allied	Documentation/ ISD	N/A	0	296	7,400

CLOSE HOLD

Encl (a)

Type of Training Facility	User	Type of Training	* FY 1997 Requirements		FY 2001 Requirements	
			Hrs/ Student	Hrs/Yr	Hrs/ Student	Hrs/Yr
Photo School	USN/USMC/ DOD/Allied	Photographer's Mate, Class A	412	88,992	N/A	0
Photo School	USN/USMC/ DOD/Allied	Tac Airborne Recon Pod Sys (TARPS)	80	160	N/A	0
Photo School	USN/USMC/ DOD/Allied	EH-38 Photo QC/Maint	312	19,968	N/A	0
Photo School	USN/USMC/ DOD/Allied	Visual Information Manager	64	640	N/A	0
Photo School	USN/USMC/ DOD/Allied	Photojournalism (EIC)	88	8,800	N/A	0
Photo School	USN/USMC/ DOD/Allied	Camera Repair	520	3,120	N/A	0
Photo School	USN/USMC/ DOD/Allied	Photo Equipment Maintenance	240	4,320	N/A	0
Photo School	USN/USMC/ DOD/Allied	Video Production	680	21,760	N/A	0
Photo School	USAF/USMC	Imagery Production	344	8,256	N/A	0
Photo School	USAF/USMC/ DOD/Allied	Imagery Systems Maintenance	592	23,680	N/A	0
Photo School	USAF/USMC/ DOD/Allied	Advanced Imagery Systems Maint	144	8,064	N/A	0
Photo School	USAF/USMC/ DOD/Allied	Still Photography	536	57,888	N/A	0
Photo School	USA	Combat Documentation/ Production Phase I	672	96,768	N/A	0
Photo School	USA	Combat Documentation/ Production Phase II	680	97,920	N/A	0
Photo School	USAF/USMC/ DOD/Allied	Documentation/ ISD	N/A	0	N/A	0

NOTE: In addition to the FY 93 and FY 2001 information requested, data is also provided for FY 94 and FY 97. Prior to FY 94 the Photography Schools were Navy specific. However, in FY 94, the other services, under the auspices of DOD, temporarily relocated their photo schools to Pensacola. In April 97, all photo schools are scheduled to relocate to new facilities in Ft. Meade, Maryland.

CLOSE HOLD

Encl (3)

Mission Requirements (cont.)

Other Ground Training

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

CCN: 171-20

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
CLASSRM	NACCS	LANDSUR	8	360	8	400
	LSS	LAND	9	63	7	63
	NAWSTP	BAYOPS	13	52	13	52
	RSS	BAYOPS	22	396	22	396
	FLEET	H20 REFR	17	268	17	268
	FLEET	INT DEVC	26	344	26	344
	NACCS	BAYOPS	12	540	12	600
	AITC	INSTR	101	1212	101	1212
	FITC	INSTR	30	360	30	360
	NLDP	LDSHP	120	2120	120	2200
	NAMP	AVMAINT	557	4247	557	4247
	DCO	INDOC	77	1771	77	1232
	LDO/CWO	INDOC	119	2856	119	2380
	TQL	LDSHP	40	272	40	288
	NACCS	AIRCREW	29	1305	29	1450
	OCS	INDOC	146	146	199	3184
	AOO	ORDNCE	233	1398	393	1405
TRNG TNK	NAWSTP	DEVICES	24	96	24	96
	NACCS	DEVICES	7	315	7	350
	FLEET	DEVICES	36	844	36	844
	FLEET	REFRSHR	11	174	11	174
POOL	NAWSTP	SWIM	35	140	35	140
POOL	NACCS	SWIM	54	2430	54	2700
GYM	LDO/CWO	PT	12	288	12	240
POOL	FLEET	SWIM	18	900	18	900
GYM/POOL	OCS	SWIM/PT	57	57	67	1072
Classroom	NAMI	AVN MED	416/131			
Classroom	NAMI	FLT SURG	823/108			
Physiology	NAMI	Aerospace Physiology	282/35			

HEARD CNET N-4433 ~~[illegible]~~ 11 May

Mission Requirements (cont.)

Other Ground Training

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

CCN: 171-20

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
NORU Applied Inst	CNP	Skill Trng	248	449,624	248	481,120

CCN: 179-40

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
FIRING	NACCS	PISTOL	4	180	4	200
RANGE	LDO/CWO		3	72	3	60
	DCO		5	115	5	50

CCN: 171-20

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
CLASSRM	NACCS	LECTUR	22	990	22	1100
SWIM TNK	RSS	SWIM	195	3049	195	3049

CCN: 171-10

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
CLASSRM	NAWSTP	LECTUR	78	312	78	312

CCN: 179-60

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
DRILL	LDO/CWO	DRILL	4	96	4	96
FIELD	DCO	DRILL	6	69	6	69

CCN:171-10

Type of Training Facility	User	Type of Training	FY 1993 Requirements		* FY 1994 Requirements	
			Hrs/ Student	Hrs/Yr	Hrs/ Student	Hrs/Yr
Photo School	USN/USMC/ DOD/Allied	Photographer's Mate, Class A	412	59,328	412	79,104
Photo School	USN/USMC/ DOD/Allied	Tac Airborne Recon Pod Sys (TARPS)	80	80	80	80
Photo School	USN/USMC/ DOD/Allied	EH-38 Photo QC/Maint	312	10,920	312	10,920
Photo School	USN/USMC/ DOD/Allied	Visual Information Manager	N/A	0	N/A	0
Photo School	USN/USMC/ DOD/Allied	Photojournalism (EIC)	N/A	0	N/A	0
Photo School	USN/USMC/ DOD/Allied	Camera Repair	520	3,120	520	3,120
Photo School	USN/USMC/ DOD/Allied	Photo Equipment Maintenance	240	4,320	240	4,320
Photo School	USN/USMC/ DOD/Allied	Video Production	680	20,400	680	20,400
Photo School	USAF/USMC	Imagery Production	344	0	344	8,256
Photo School	USAF/USMC/ DOD/Allied	Imagery Systems Maintenance	N/A	0	592	14,208
Photo School	USAF/USMC/ DOD/Allied	Advanced Imagery Systems Maint	N/A	0	144	4,608
Photo School	USAF/USMC/ DOD/Allied	Still Photography	N/A	0	536	57,888
Photo School	USA	Combat Documentation/ Production Phase I	N/A	0	672	96,768
Photo School	USA	Combat Documentation/ Production Phase II	N/A	0	680	16,320
Photo School	USAF/USMC/ DOD/Allied	Documentation/ ISD	N/A	0	296	7,400

35 (a)

HEARD CNET 04/433 ASA 4 May 94

Type of Training Facility	User	Type of Training	* FY 1997 Requirements		FY 2001 Requirements	
			Hrs/ Student	Hrs/Yr	Hrs/ Student	Hrs/Yr
Photo School	USN/USMC/ DOD/Allied	Photographer's Mate, Class A	412	88,992	N/A	0
Photo School	USN/USMC/ DOD/Allied	Tac Airborne Recon Pod Sys (TARPS)	80	160	N/A	0
Photo School	USN/USMC/ DOD/Allied	EH-38 Photo QC/Maint	312	19,968	N/A	0
Photo School	USN/USMC/ DOD/Allied	Visual Information Manager	64	640	N/A	0
Photo School	USN/USMC/ DOD/Allied	Photojournalism (EIC)	88	8,800	N/A	0
Photo School	USN/USMC/ DOD/Allied	Camera Repair	520	3,120	N/A	0
Photo School	USN/USMC/ DOD/Allied	Photo Equipment Maintenance	240	4,320	N/A	0
Photo School	USN/USMC/ DOD/Allied	Video Production	680	21,760		0
Photo School	USAF/USMC	Imagery Production	344	8,256		0
Photo School	USAF/USMC/ DOD/Allied	Imagery Systems Maintenance	592	23,680		0
Photo School	USAF/USMC/ DOD/Allied	Advanced Imagery Systems Maint	144	8,064		0
Photo School	USAF/USMC/ DOD/Allied	Still Photography	536	57,888		0
Photo School	USA	Combat Documentation/ Production Phase I	672	96,768		0
Photo School	USA	Combat Documentation/ Production Phase II	680	97,920		0
Photo School	USAF/USMC/ DOD/Allied	Documentation/ ISD	N/A	0		0

*** NOTE: In addition to the FY 93 and FY 2001 information requested, data is also provided for FY 94 and FY 97. Prior to FY 94 the Photography Schools were Navy specific. However, in FY 94, the other services, under the auspices of DOD, temporarily relocated their photo schools to Pensacola. In FY 97, all photo schools are scheduled to relocate to new facilities in Ft. Meade, Maryland.**

35 (b) HOARD CNET N4433 11 May

Mission Requirements (cont.)

Training Airframes

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

Base: NAS PENSACOLA FL

AIRCRAFT USED FOR TRAINING

Aircraft	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T-2	21	20 ~~22~~	20 ~~22~~	20 ~~24~~	20 ~~24~~	20 ~~24~~	20 ~~24~~	20 ~~24~~
TA-4J								
T-34C	35	35 ~~29~~	35 ~~29~~	34	34	34	34	34
T-39	17	20	20	22	22	22	22	22
T-43								
T-44								
T-45								
TH-57								
JPATS*								

2 CNATRA NO

AIRCRAFT NOT USED FOR TRAINING

F/A-18	11	11	11	11	11	11	11	11
C-130	1	1	1	1	1	1	1	1
C-12B	2	2	2	2	2	2	2	2
H-3H	3	3	3	3	3	3	3	3

*** Based on info from CNATRA at Commanders' Conference 29-30 March 1994, CTW-6 will not have JPATS available until October 2002.**

'ission Requirements (cont.)

Training Airframes (cont.)

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

AIRCRAFT TYPE: T-2 (ADVANCED E2/C2)

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	444hrs.
Average Sortie Duration (ASD) (hrs)	1.4hrs
Planned Turn Time (hrs) (Time from landing to takeoff)	1.5hrs
Min Runway Length (ft)	5000ft
Preferred Runway Length (ft)	8000ft
Min Runway Length for Touch and Go (T/G) (ft)	5000ft
Runway Width (ft)	150ft
Required Taxiway Width (ft)	75ft
Weight Bearing Requirement (kips)	14 kips*
Apron Space Required (ft²/Aircraft) 8865	~~13,410~~ SF**
Hangar Space Required (ft²/Aircraft) 2110	~~1,616~~ SF***
Navigation Equipment On-Board (GPS?--when?)	TACAN/ADF

CNATRA N
REVIS
5/12

AIRCRAFT TYPE: T-34 (PRIM/INTER NFO)

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	1068hr
Average Sortie Duration (ASD) (hrs)	1.97hr
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0hrs
Min Runway Length (ft)	2850ft
Preferred Runway Length (ft)	8000ft
Min Runway Length for Touch and Go (T/G) (ft)	2850ft
Runway Width (ft)	150ft
Required Taxiway Width (ft)	75ft
Weight Bearing Requirement (kips)	4.5 kips*
Apron Space Required (ft²/Aircraft)	5,130 SF**
Hangar Space Required (ft²/Aircraft) 1296	~~1,050~~ SF***
Navigation Equipment On-Board (GPS?--when?)	TACAN/VOR

* **Presumption is kips equals aircraft gross weight divided by 1,000.**

** NAVFAC P-80, TABLE 113-208 (45° PARKING FOR T-2)

*** ~~**Real world space requirements per maintenance contract.**~~

PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRA

CNATRA N
REVISION
5/12/

ssion Requirements (cont.)

Training Airframes (cont.)

AIRCRAFT TYPE: T-39 (PRIM/INTER NFO)

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	273.7hrs
Average Sortie Duration (ASD) (hrs)	1.7hrs
Planned Turn Time (hrs) (Time from landing to takeoff)	2hrs
Min Runway Length (ft)	5000ft
Preferred Runway Length (ft)	8000ft
Min Runway Length for Touch and Go (T/G) (ft)	5000ft
Runway Width (ft)	150ft
Required Taxiway Width (ft)	75ft
Weight Bearing Requirement (kips)	20.5 kips*
Apron Space Required (ft²/Aircraft) 9990	~~16,020~~ SF**
Hangar Space Required (ft²/Aircraft) 2400	~~2,149~~ SF***
Navigation Equipment On-Board (GPS?--when?)	VOR,TACAN, ILS

CNATRA N6 REVISION 12/5

AIRCRAFT TYPE: T-2 (ADVANCED NFO)

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	401hrs
Average Sortie Duration (ASD) (hrs)	1.79hrs
Planned Turn Time (hrs) (Time from landing to takeoff)	1.5hrs
Min Runway Length (ft)	6000ft
Preferred Runway Length (ft)	8000ft
Min Runway Length for Touch and Go (T/G) (ft)	6000ft
Runway Width (ft)	150ft
Required Taxiway Width (ft)	75ft
Weight Bearing Requirement (kips)	14 kips*
Apron Space Required (ft²/Aircraft) 8865	~~13,410~~ SF**
Hangar Space Required (ft²/Aircraft) 1892 ~~2110~~	~~1,616 SF~~***
Navigation Equipment On-Board (GPS?--when?)	TACAN/ADF

CNATRA N61 9/9/94

CNATRA N6 REVISION 5/1

* Presumption is kips equals aircraft gross weight divided by 1,000.

** NAVFAC P-80, TABLE 113-20B (45° PARKING)

*** ~~Real world space requirements per maintenance contract.~~ PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

CNATRA N6 REVISION 5/12/94

'ission Requirements (cont.)

Training Airframes (cont.)

AIRCRAFT TYPE: T-39 (PRIM/INTER NFO)

FACTOR		VALUE
Utilization Rate (UTE Rate--sorties or hours per month)		273.7hrs
Average Sortie Duration (ASD) (hrs)		1.7hrs
Planned Turn Time (hrs) (Time from landing to takeoff)		2hrs
Min Runway Length (ft)		5000ft
Preferred Runway Length (ft)		8000ft
Min Runway Length for Touch and Go (T/G) (ft)		5000ft
Runway Width (ft)		150ft
Required Taxiway Width (ft)		75ft
Weight Bearing Requirement (kips)		20.5 kips*
Apron Space Required (ft²/Aircraft)	9990	~~16,020~~ SF**
Hangar Space Required (ft²/Aircraft)	2400	~~2,149~~ SF~~***~~***
Navigation Equipment On-Board (GPS?--when?)		VOR,TACAN, ILS

CNATRA REVISI 12/5

AIRCRAFT TYPE: T-2 (ADVANCED NFO)

FACTOR		VALUE
Utilization Rate (UTE Rate--sorties or hours per month)		401hrs
Average Sortie Duration (ASD) (hrs)		1.79hrs
Planned Turn Time (hrs) (Time from landing to takeoff)		1.5hrs
Min Runway Length (ft)		6000ft
Preferred Runway Length (ft)		8000ft
Min Runway Length for Touch and Go (T/G) (ft)		6000ft
Runway Width (ft)		150ft
Required Taxiway Width (ft)		75ft
Weight Bearing Requirement (kips)		14 kips*
Apron Space Required (ft²/Aircraft)	8865	~~18,410~~ SF**
Hangar Space Required (ft²/Aircraft)	2110	~~1,616 SF~~***
Navigation Equipment On-Board (GPS?--when?)		TACAN/ADF

CNATRA REVIS 5/

* **Presumption is kips equals aircraft gross weight divided by 1,000.**

** NAVFAC P-80, TABLE 113-20B (45° PARKING)

*** ~~Real world space requirements per maintenance contract.~~ PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

CNATRA REVISION 5/12/94

ssion Requirements (cont.)

~~B.~~ Training Airframes (cont.)

AIRCRAFT TYPE: T-39 (ADVANCED NFO)

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	513hrs
Average Sortie Duration (ASD) (hrs)	2.1hrs
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0hrs
Min Runway Length (ft)	5000ft
Preferred Runway Length (ft)	8000ft
Min Runway Length for Touch and Go (T/G) (ft)	5000ft
Runway Width (ft)	150ft
Required Taxiway Width (ft)	75ft
Weight Bearing Requirement (kips)	20.5 kips*
Apron Space Required (ft²/Aircraft) 9990	~~16,020~~ SF**
Hangar Space Required (ft²/Aircraft) 2400	~~2,149~~ SF***
Navigation Equipment On-Board (GPS?--when?)	TACAN/VOR/ILS

CNATRA N6 REVISION 5/12/

* **Presumption is kips equals aircraft gross weight divided by 1,000.**

** NAVFAC P-80, TABLE 113-20B (45° PARKING)

CNATRA N6 REVISION 5/12/94

*** ~~Real world space requirements per maintenance contract.~~ PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

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

T-39: Aircraft are contractor owned and operated by purchase of service contract N00019-90-C-0039.

T-2: Avionics package is not state of the art. ~~Request T-45 for the future.~~ CNATRA N3

Facilities

Airfield

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

Airfield/OLF Name: **SHERMAN FIELD**
Location (Lat/Long and nearest town): **30 21 11N, 087 19 13W / PENSACOLA, FL - 7 MILES**
Syllabi and Level of Training Supported: **NFO UNDERGRAD/PRI/INT; ADV E2/C2 AND STATION C-12 TRAINING**
Ownership: **US NAVY** For OLF: Distance (nm) from home field **N/A**

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

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

TYPE AIRCRAFT: STATION AIRCRAFT (C-12/C-130/FA-18/H-3)

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	**SEE INDIVIDUAL TABLES (Pages 41 - 48)**		
	Graduate Training Sorties	38	72	68
	Training Support Sorties*	138	94	86
	Other Sorties	~~18,473~~ 8762	~~20,697~~ 8147	~~20,454~~ 7303
	TOTAL SORTIES: ~~AT NAS PENSACOLA~~	~~157,068~~ 8938	~~148,641~~ 8913	~~133,946~~ 7457
Non-Operational Hours	Standdowns	5	5	5
	Maintenance			
	Other Events	72	72	410

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Facilities

[redacted]. Airfield (cont)

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

(OTHER SORTIES):	1991	1992	1993
C-12 NALO	616	520	428
FA-18 BLUE ANGELS	3112	3160	2900
" AIRSHOWS	69	73	64
C-130	224	252	218
H-3 SAR	2750	2750	1700
~~TRANSIENTS~~	~~11704~~	~~13942~~	~~15144~~. (NOT STATION AIRCRAFT)

HEARD
CNET N-4433
~~ADM~~
11 May 94

(OTHER EVENTS): NINE HOLIDAYS, BLUE ANGELS AIRSHOW

ADV E2/C2 PILOT TRAINING
TYPE AIRCRAFT: T-2C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	4351	2291	1889
	Graduate Training Sorties	211	120	100
	Training Support Sorties*	315	179	150
	Other Sorties			
	TOTAL SORTIES:	4877	2590	2139
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

PRI/INT NFO
TYPE AIRCRAFT: T-34

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	4615	9193	10349
	Graduate Training Sorties			
	Training Support Sorties*	401	1136	1279
	Other Sorties			
	TOTAL SORTIES:	5016	10329	11628
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

PRI/INT NFO
TYPE AIRCRAFT: T-2*

* T-2 A/C no longer used in Primary/Intermediate NFO Syllabus.

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3382	1043	0
	Graduate Training Sorties			
	Training Support Sorties*	294	129	
	Other Sorties			
	TOTAL SORTIES:	3676	1172	0
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

PRI/INT NFO
TYPE AIRCRAFT: T-47*

*T-47 A/C no longer used in Primary/Intermediate NFO Syllabus.

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	2238	0	0
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	2238	0	0
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

PRI/INT NFO
TYPE AIRCRAFT: T-39

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3	1723	1929
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	3	1723	1929
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

ADV NFO
TYPE AIRCRAFT: T-39

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	2385	2385	1570
	Graduate Training Sorties	345	414	437
	Training Support Sorties*	109	122	126
	Other Sorties			
	TOTAL SORTIES:	2839	2921	2133
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

ADV NFO
TYPE AIRCRAFT: T-2

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3084	3072	2004
	Graduate Training Sorties	47	56	65
	Training Support Sorties*	47	53	59
	Other Sorties			
	TOTAL SORTIES:	3178	3181	2128
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

Airfield/OLF Name: **OLF CHOCTAW**

Location (Lat/Long and nearest town): **30 30 25N, 086 57 35W / MILTON, FL - 10 MILES**

Mission and Level of Training Supported: **ADV E2/C2; PRI; PRI/INT/ADV HELO**

Ownership: **USAF**

For OLF: **Distance (nm) from home field: 20 MILES EAST**

TYPE AIRCRAFT: T-2 / T-34 / H-3

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	SEE (NOTE)		
	Graduate Training Sorties	SEE (NOTE)		
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	54,173	58,900	54,444
Non-Operational Hours	Standdowns	1	1	1
	Maintenance			11
	Other Events	215	138	151

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

NINE HOLIDAYS, BLUE ANGELS AIRSHOW/PRACTICES, FCLP'S AND CLASSIFIED MISSIONS

NOTE: INFORMATION CONCERNING NUMBER OF TRAINING SORTIES UNAVAILABLE. APPROXIMATELY 98% OF TOTAL SORTIES ARE FOR TRAINING PURPOSES!

HEARD CNET N-4433 ADA 11 MAY 94

ADV E2/C2 PILOT TRAINING

TYPE AIRCRAFT: T-2C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	2348	1334	1116
	Graduate Training Sorties	211	120	100
	Training Support Sorties*	315	179	150
	Other Sorties			
	TOTAL SORTIES:	2874	1633	1366
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

Airfield/OLF Name: **OLF BRONSON**

Location (Lat/Long and nearest town): **30 23 04N, 087 24 25W, PENSACOLA, FL - 12 MILES**

Mission and Level of Training Supported: **OPERATIONAL SQUADRON**

Ownership: **US NAVY**

For OLF: **Distance (nm) from home field 5 MILES WEST**

TYPE AIRCRAFT: H-3's & UH-1's

HC16 CONDUCTED THESE OPERATIONS, SQUADRON WAS DECOMMISSIONED NOV 93

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	# ~~20,276~~ 2000	# ~~19,347~~ 2000	# ~~11,448~~ 2000
Non-Operational Hours	Standdowns	5	5	5
	Maintenance			
	Other Events	72	72	410

(PER NAS AIR OPS

HEARD CNET N-443 11 May 94

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

NINE HOLIDAYS, BLUE ANGELS AIRSHOW

OLF BRONSON WAS USED STRICTLY FOR TRAINING/ MULTIPLE TOUCH AND GO'S WITH NO RECORD OF SORTIE COUNT. BEST ESTIMATE OF SORTIE COUNT IS BASED ON A PORTION OF NAS PENSACOLA'S SORTIE RATE.

PER NAS AIR OPS - 10 MAY 94 PA

HEARD CNET N-4433 11 May 94

Airfield/OLF Name: **OLF Summerdale**
ation: **30 31'N 87 38W, Summerdale, AL**
abi and Level of Training Supported: **NFO Primary**
wnership: **Navy**, NAS WHITING FIELD
For OLF: **Distance (nm) from home field 24 nmi.**

2
CNATRA N3

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

TYPE AIRCRAFT: T-34

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	74	488	265
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	74	488	268
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

Airfield/OLF Name: **OLF Holley**
ation: **30 26'N 86 54W, Holley, Fl**
abi and Level of Training Supported: **NFO Primary**
Ownership: **Navy**
For OLF: **Distance (nm) from home field 22 nmi**

TYPE AIRCRAFT: T-34

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	7	16	24
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	7	16	24
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

Facilities

Airfield

Airfield/OLF Name: **OLF Wolf**
Location: **30 21'N 87 32W, Foley AL**
Syllabi and Level of Training Supported: **NFO PRIMARY**
Ownership: **Navy,** NAS WHITING FIELD
For OLF: **Distance (nm) from home field 12 nmi**

CNOTRA N3

TYPE AIRCRAFT: T-34

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	15	481	162
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	15	481	162
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

Airfield/OLF Name: **OLF Barin**
:ation: **30 24'N 87 38W, Foley AL**
ıbi and Level of Training Supported: **NFO Primary**
Ownership: **Navy**
For OLF: **Distance (nm) from home field 17 nmi**

TYPE AIRCRAFT: T-34

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	191	1078	392
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	191	1078	392
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

Airfield/OLF Name: **OLF Saufley**
Location: **30 29N 87 20W, Pensacola, FL**
Syllabi and Level of Training Supported: **NFO Primary**
Ownership: **Navy**, NAS WHITING FIELD
For OLF: **Distance (nm) from home field 7 nmi**

CNATRA N3

TYPE AIRCRAFT: T-34

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	21	71	40
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	21	71	40
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

Airfield/OLF Name: **OLF Silverhill**
Location: **30 34N 87 48W, Silverhill, AL**
Syllabi and Level of Training Supported: **NFO Primary**
Ownership: **Navy**
For OLF: **Distance (nm) from home field 30 nmi**

TYPE AIRCRAFT: T-34

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	411	1398	2012
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	411	1398	2012
Non-Operational Hours	Standdowns			
	Maintenance			
	Other Events			

Facilities (cont.)

[redacted]irfield (cont.)

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

Syllabus of Training	Level of Training		Pilots and NFO/Navigators Trained			
			FY 1991	FY 1992	FY 1993	FY/W greatest output
General NFO	PRI		502	~~518~~ 345	358	FY-89 647 output
	INT		341	~~330~~ 228	221	FY-89 386 output
TN/BN	ADV	USN	95	91	54	FY-90 128 output
		USMC	34	20	20	FY-90 49 output
RIO	ADV	USN	~~63~~ 64	~~65~~ 64	50	FY-86 73 output
		USMC	8	~~17~~ 15	17	FY-~~92~~ 93 17 output
OJN	ADV	USN	56	64	26	FY-87 92 output
E2/C2 Pilot	ADV	USN	44	~~79~~ ~~22~~ 25	34	FY-92 ~~79~~ 25 output

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

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	~~35,527/6,269~~ 11.4/6.6	~~36,286/6,404~~ 11.4/6.6	~~34,567/6,101~~ 11.4/6.6
Days per year:	237	237	237

Reynolds, 9[illegible] NAS P (110) 19 Aug 9[illegible]

CLOSE HOLD

Facilities (cont.)

Airfield (cont.)

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

Syllabus of Training	Level of Training		Pilots and NFO/Navigators Trained			
			FY 1991	FY 1992	FY 1993	FY/W greatest output
General NFO	PRI		502	~~518~~ 345	358	FY-89 647 output
	INT		341	~~330~~ 228	221	FY-89 386 output
TN/BN	ADV	USN	95	91	54	FY-90 128 output
		USMC	34	20	20	FY-90 49 output
RIO	ADV	USN	63	63	50	FY-86 73 output
		USMC	8	17	17	FY-92 17 output
OJN	ADV	USN	56	64	26	FY-87 92 output
E2/C2 Pilot	ADV	USN	44	~~79~~ 22	34	FY-92 79 output

CNATRA N3

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

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	35,527/6,269	36,286/6,404	34,567/6,101
Days per year:	237	237	237

Facilities (cont.)

Airfield (cont.)

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

Aircraft Type: T-2/A4 * **Undergraduate Training: Yes**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary NFO	N/A	N/A	N/A
	Intermediate NFO	13%	15%	N/A
	Advanced TN/BN	*8%	11%	15%
	Advanced RIO	*8%	10%	12%
	Advanced OJN	*11%	8%	7%
	Advanced E2/C2	13%	10%	12%
Operations	Primary NFO	N/A	N/A	N/A
	Intermediate NFO	5%	5%	N/A
	Advanced TN/BN	*17%	3%	3%
	Advanced RIO	*.5%	4%	3%
	Advanced OJN	*1%	7%	2%
	Advanced E2/C2	8%	6%	4%
Maintenance	Primary NFO	N/A	N/A	N/A
	Intermediate NFO	.3%	1.%	N/A
	Advanced TN/BN	.2%	.8%	07%
	Advanced RIO	0%	1%	.5%
	Advanced OJN	0%	2%	0%
	Advanced E2/C2	.5%	1.4%	.5%
Other Military Flights		0%	0%	0%
Civilian/Commercial Flights		0%	0%	0%
Other		0%	0%	0%
	Total**	13%	14%	14%

*** FY-91 A4 A/C being used for advanced NFO Syllabi**
**** Total % lost is based on historical planning factor data.**

Aircraft Type: T-34 **Undergraduate Training: Yes**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary NFO	14%	13%	13%
	Intermediate NFO	15%	12%	13%
	Advanced TN/BN	N/A	N/A	N/A
	Advanced RIO	N/A	N/A	N/A
	Advanced OJN	N/A	N/A	N/A
	Advanced E2/C2	N/A	N/A	N/A
Operations	Primary NFO	5%	7%	6%
	Intermediate NFO	5%	5%	N/A
	Advanced TN/BN	4%	5%	4%
	Advanced RIO	N/A	N/A	N/A
	Advanced OJN	N/A	N/A	N/A
	Advanced E2/C2	N/A	N/A	N/A
Maintenance	Primary NFO	0%	.3%	.3%
	Intermediate NFO	.1%	.1%	.2%
	Advanced TN/BN	N/A	N/A	N/A
	Advanced RIO	N/A	N/A	N/A
	Advanced OJN	N/A	N/A	N/A
	Advanced E2/C2	N/A	N/A	N/A
Other Military Flights		0%	0%	0%
Civilian/Commercial Flights		0%	0%	0%
Other		0%	0%	0%
	Total*	22%	22%	22%

*** Total % lost is based on historical planning factor data.**

Aircraft Type: T-39/T-47 **Undergraduate Training: Yes**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary NFO	N/A	N/A	N/A
	Intermediate NFO	*8%	6%	8%
	Advanced TN/BN	*6%	6%	11%
	Advanced RIO	*7%	4%	8%
	Advanced OJN	*5%	6%	11%
	Advanced E2/C2	N/A	N/A	N/A
Operations	Primary NFO	N/A	N/A	N/A
	Intermediate NFO	*1%	2%	1%
	Advanced TN/BN	*.3%	2%	3%
	Advanced RIO	*.5%	1%	1%
	Advanced OJN	*.8%	2%	N/A
	Advanced E2/C2	N/A	N/A	N/A
Maintenance	Primary NFO	N/A	N/A	N/A
	Intermediate NFO	.3%	2%	0%
	Advanced TN/BN	.5%	2%	.5%
	Advanced RIO	0%	0%	0%
	Advanced OJN	1%	.5%	0%
	Advanced E2/C2	N/A	N/A	N/A
Other Military Flights		0	0%	0%
Civilian/Commercial Flights		0	0%	0%
Other		0	0%	0%
	Total**	4%	4%	7%

*** FY-91 T-47 A/C was used for Inter/Advanced NFO Syllabi.**
**** Total % lost is based on historical planning factor data.**

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

None

Facilities (cont.)

Airfield (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:
   a. Percentage of time WX at or above 200/1? 97.5
   b. Percentage of time WX at or above 300/1? 96.9
   c. Percentage of time WX at or above 500/1? 95.0
   d. Percentage of time WX at or above 1000/3? ~~89~~ 86.2
   e. Percentage of time WX 3000/5 and above? ~~70~~ 68.0
   f. Percentage of time WX 3000/3 and above? ~~78~~ 76.4
   g. Percentage of time WX 1500/3 and above? ~~85~~ 83.4
   h. Percentage of time crosswind component to the primary runway at or below 15 knots? 98
   i. Percentage of time crosswind component to the primary runway at or above 25 knots? less than 1/10
   j. Mean number of days of icing in the local flying area? 53

Facilities (cont.)

Airfield (cont.)

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

Runway Complex Name: SHERMAN FIELD

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary		
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate		
	Advanced	17	16
Maritime	Intermediate		
	Advanced		
Rotary	Intermediate		
	Advanced		
NFO	Primary	28	33
	Intermediate	30	36
	Advanced	25	15
	Total	100	100

Runway Complex Name: OLF CHOCTAW

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary		
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate		
	Advanced	100	0
Maritime	Intermediate		
	Advanced		
Rotary	Intermediate		
	Advanced		
NFO	Intermediate		
	Advanced		
	Total	100	0

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

SHERMAN FIELD: 65 OPS / HOUR. SEE PAGE 55(a) AND 55(b).

1. USING FAA CRITERIA: PARALLELS - MAX HOURLY CAPACITY WOULD BE 129 VFR & 56 IFR AND ON SINGLE RUNWAY 68 VFR AND 51 IFR. ~ CHATTA N
2. REALISTIC SUSTAINED HOURLY OPERATIONS (18 HOURS) WOULD BE APPROXIMATELY 50% OF MAX HOURLY CAPACITY - PARALLELS 65 VFR AND 25 IFR AND ON SINGLE RUNWAY 35 VFR AND 25 IFR

OLF CHOCTAW: 56 OPS / HOUR. SEE PAGE 55(c) ~~AND 55(d)~~ ~ CHATTA N

1. CRITERIA WOULD BE SAME AS SINGLE RUNWAY OPERATIONS AT SHERMAN FIELD. ~ CHATTA
2. REALISTIC SUSTAINED HOURLY OPERATIONS (10 HOURS) WOULD BE APPROXIMATELY 60 VFR OPERATIONS. IFR OPERATIONS AVERAGE OUT TO > 0 AND <.5.

NOTE: SEE ATTACHED SHEETS FOR WORKSHEET FOR ABOVE FIGURES

Weather	Runway-use Diagram	Runway-use No.	Capacity Figure No.	Aircraft Mix %A	Aircraft Mix %B	Aircraft Mix %C	Aircraft Mix %D	Mix Index %(C+3D)	Percent Arrivals	Percent Touch & Go	Runway Exits (00 feet) Location			Runway Exits (00 feet) No.	Hourly Capac. Base C*	T & G Factor T	Exit Factor E	Hourly Capacity (000) C*·T·E
1	2	3	4	5	6	7	8	9	10	11	12			13	14	15	16	17
VFR		9	3-9		45	53	2	59	50%	30				2	118	1.2	.91	129
IFR			3-44							10					56	1.	1.	56
VFR		1	3-3		45	53	2	59	50%	30				2	62	1.2	.91	68
IFR			3-43							10					56	1.	.91	51

Figure A5-2. Hourly capacity runway component

6% - BELOW [illegible] UMS
8% - BLUE ANGEL PRACT.
4%

$$\frac{(P_1 \cdot C_1 \cdot W_1) + (P_2 \cdot C_2 \cdot W_2) + \ldots \cdot C_n \cdot W_n)}{(P_1 \cdot W_1) + (P_2 \cdot W_2) + \ldots + (P_n \cdot W_n)} = C_w$$

$$\frac{9494.4 + 8400 + 22576 + 1785}{73.6 + 150 + 332 + 35 + 60} = \frac{42255.4}{650.6} = 64.95$$

Operating Condition			Mix Index	Percent of Year (P)	Hourly Capacity (C)	Percent Maximum Capacity	Weighting Factor (W)
No.	Weather	Rwy-use Diagram					
1	2	3	4	5	6	7	8
1	VMC		59	73.6	129	100	1
2	IMC		59	6.0	56	43	25
3	VMC		59	16.6	68	53	20
4	IMC		59	1.4	51	40	25
5	IMC		59	2.4	Ø	Ø	25

Figure A5-6. Annual service volume

55(b)
(A) 2 of 2

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)

This spreadsheet will calculate the annual service volume when per cent of year hourly capacity, per cent maximum capacity and weighting factor are provided. It uses FAA Advisory Circular AC 150/5060-5.

Weather	mix index	% of yr	hrly cap	% max cap	Weighting Factor (w)
vfr	77	90.2	99	100%	1
ifr	100	7.4	52	52%	20
below min	100	2.4	0	0%	25
	0	0	0	0%	0
	0	0	0	0%	0

Ops per hour: 56
Service volume: 159,956
Air station: OLF CHOCTAW
Remarks: chart 3-3 vfr, 3-43 ifr and below minimums.
Date run: 9 February 1994

This portion of the spreadsheet calculates hourly capacity if the hourly capacity base, t & g factor and exit factor are given.

v cap base	t & go factor	exit factor	hourly cap	chart
58	1.8	0.95	99	3-3
53	1	0.98	52	3-43
0	0	0	0	0
0	0	0	0	0

Notes: Blues figured in as an additional .8% below minimums.

Facilities (cont.)

Airfield (cont.)

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

Sherman Field	FY 1991	FY 1992	FY 1993
Runway 07 Traffic Count	31404 - IFR 44357 - VFR 75761 - TOT	29182 - IFR 33041 - VFR 62223 - TOT	28549 - IFR 36045 - VFR 64594 - TOT
Runway 25 Traffic Count	19275 - IFR 32980 - VFR 52255 - TOT	26605 - IFR 36604 - VFR 63209 - TOT	19977 - IFR 26457 - VFR 46434 - TOT
Runway 19 Traffic Count	2482 - IFR 5049 - VFR 7531 - TOT	3810 - IFR 3347 - VFR 7157 - TOT	4152 - IFR 4326 - VFR 8478 - TOT
Runway 01 Traffic Count	7577 - IFR 10775 - VFR 18352 - TOT	7693 - IFR 8922 - VFR 16615 - TOT	7014 - IFR 7426 - VFR 14440 - TOT
OLF Choctaw	FY 1991	FY 1992	FY 1993
Runway 18 Traffic Count	8 - IFR 24423 - VFR 24431 - TOT	2 - IFR 34158 - VFR 34160 - TOT	0 - IFR 29753 - VFR 29753 - TOT
Runway 36 Traffic Count	8 - IFR 18094 - VFR 18102 - TOT	39 - IFR 24918 - VFR 24957 - TOT	24 - IFR 23254 - VFR 23278 - TOT

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

Sherman Field	FY 1991	FY 1992	FY 1993
VFR	~~60%~~ 50%	~~55%~~ 50%	~~59%~~ 50%
IFR	~~40%~~ 50%	~~45%~~ 50%	~~41%~~ 50%
Total	100%	100%	100%
OLF Choctaw	FY 1991	FY 1992	FY 1993
VFR	~~100%~~ 50%	~~100%~~ 50%	~~100%~~ 50%
IFR	*	*	*
Total	~~100%~~ 50%	~~100%~~ 50%	~~100%~~ 50%

2
CNATRA

NOTE: * INDICATES > 0 AND < .5%

Facilities (cont.)

Airfield (cont.)

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

None

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations. Sherman Field / OLF Choctaw complex is AT 70% capacity. Increasing training requirement to fill excess 30% is feasible

CNATRA N7

~~**SHERMAN FIELD**~~

~~Using FAA criteria: Parallels - max hourly capacity would be 129 VFR & 56 IFR and on single runway 68 VFR and 51 IFR. Currently averaging 12.3 operations for each hour opened (18 hrs), realistic sustained hourly capacity - parallels 65 VFR and 25 IFR and on single runway 35 VFR and 25 IFR.~~

~~**OLF CHOCTAW**~~

~~Criteria would be same as single runway operations at Sherman Field. Currently averaging 22.3 operations for each hour opened (10 hours), realistic sustained hourly operations (10 hours) would be approximately 60 VFR operations.~~

CNATRA N3

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

None gained due to proximity of Pensacola Regional Airport, Eglin's restricted airspace, and only way to effectively increase operations would require building all new runways (parallels both primary and crosswind) that would allow simultaneous IFR operations.

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

AICUZ restricts jet traffic to the south and east of the field. Majority of airspace within 100nm of station is already special use airspace and availability of expansion is difficult.

F- "ities (cont.)

A[redacted]rfield (cont.)

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

AIR OPS: **Sherman Field** using FAA criteria: parallels - max hourly capacity would be 129 VFR & 56 IFR and on single runway 68 VFR and 51 IFR.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties*
General NFO	Primary	T-34C	4,924
General NFO	Intermediate	T-34C	4,366
		T-39	2,824
Advanced NFO	RIO/TN/OJN	T-39 T-2	4,857 2,647
E2/C2 Pilot	Advanced	T-2	5,076

[redacted] Maximum number of flight hrs per year are limited by contractor maintenance. Available flight hours [redacted] affected number of sorties available. SORTIE RATE CAPACITY CAN BE INCREASED WITH ADDITIONAL wg.

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

NASP CC
9/7/94

CTW-6: Close NAS Meridian Mississippi and decommission Training Air Wing ONE. Move VT-19 Intermediate Strike, T-2C Aircraft) and VT-7 (Advanced Strike, TA-4J aircraft) to Training Air Wing SIX aboard NAS Pensacola. NAS Pensacola has the hanger space, ramp space, office space and airspace available to safely and efficiently conduct NFO Training, Advanced E2/C2 training, Intermediate strike training and Advanced strike training concurrently as it was previously accomplished here through 1985. Previous AICUZ studies contain data for the T-2C, TA-4J, and T-39 aircraft. See note 1.

AIR OPS: Centralized scheduling for squadrons ensuring even spacing of operations allowing maximum use of all operating hours instead of 3 to 4 rush hours (75% of daily traffic) and remainder of day is slow.

1: NAS Pensacola does not have the capability to do All NFO, All Advanced E2/C2 and All of NAS Meridian's strike pipe (IGP). Extensive capacity analysis would have to be conducted prior to implementing this option.

CHAPTER 3

[redacted] See attached CNET letter

CLS
CNET 7254

Facilities (cont.)

Airfield (cont.)

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

AIR OPS: **Sherman Field** using FAA criteria: parallels - max hourly capacity would be 129 VFR & 56 IFR and on single runway 68 VFR and 51 IFR.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties*
General NFO	Primary	T-34C	4,924
General NFO	Intermediate	T-34C	4,366
		T-39	2,824
Advanced NFO	RIO/TN/OJN	T-39 T-2	4,857 2,647
E2/C2 Pilot	Advanced	T-2	5,076

* Maximum number of flight hrs per year are limited by contractor maintenance. Available flight hours ectly affected number of sorties available.

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

CTW-6: Close NAS Meridian Mississippi and decommission Training Air Wing ONE. Move VT-19 (Intermediate Strike, T-2C Aircraft) and VT-7 (Advanced Strike, TA-4J aircraft) to Training Air Wing SIX aboard NAS Pensacola. NAS Pensacola has the hanger space, ramp space, office space and airspace available to safely and efficiently conduct NFO Training, Advanced E2/C2 training, Intermediate strike training and Advanced strike training concurrently as it was previously accomplished here through 1985. Previous AICUZ studies contain data for the T-2C, TA-4J, and T-39 aircraft. See note 1.

AIR OPS: Centralized scheduling for squadrons ensuring even spacing of operations allowing maximum use of all operating hours instead of 3 to 4 rush hours (75% of daily traffic) and remainder of day is slow.

Note 1: NAS Pensacola does not have the capability to do All NFO, All Advanced E2/C2 and All of NAS Meridian's strike pipe (IGP). 2 CHANGE N3
Extensive capacity analysis would have to be conducted prior to implementing this option.

Facilities (cont.)

Airfield (cont.)

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

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting F	Lighting P	Lighting C	Lighting N	Lighting G	Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
SHERMAN FIELD 07R/25L	8001	200	C-141 TT 381.8K		X				2- E-28 E-5 FOR OVERRUN	IFR NITE	07R APCH LITES/PAR/ ASR/ TACAN/ NDB
SHERMAN FIELD 7L/25R	8002	200	C-141 TT 381.8K		X				2- E-28 E-5 FOR OVERRUN	IFR NITE	PAR/ ASR/ TACAN
SHERMAN FIELD 01/19	7137	200	C-141 TT 357.2K		X				2- E-28 E-5 FOR OVERRUN	IFR NITE	PAR/ ASR/ TACAN/ NDB/ VOR
OLF CHOCTAW 18/36	8000	150	C-130 TT 243.6K		X	X			2- E-28 E-5 FOR OVERRUN	IFR NITE	TACAN (local use only)

OLF CHOCTAW 5/23	4000	175	CLOSED				X	X			
OLF CHOCTAW 11/29	3600	175	CLOSED				X	X			
BRONSON FIELD 04/23	4350	150	CLOSED CH-47				X	X			
BRONSON FIELD 18/36	4000	150	" "				X	X			
BRONSON FIELD 14/32	3965	150	" "				X	X			
BRONSON FIELD 09/27	4000	150	" "				X	X			
CHEVALIER FIELD HELO PAD - CLOSED TO ALL TRAFFIC EXCEPT NADEP			CLOSED				X	X			

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

TT-- TWIN TANDEM

Facilities (cont.)

Airfield (cont.)

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

Runway Designation	NAVAID	Published Approaches
NAS PENSACOLA RWY 07R	TACAN (NPA CH119) NDB (NPA 267.6) PAR/ASR	HI AND LO TACAN HI NDB/DME
NAS PENSACOLA RWY 07L	TACAN (NPA CH119) PAR/ASR	HI AND LO TACAN
NAS PENSACOLA RWY 01	TACAN (NPA CH119) NDB (NPA 267.6) PAR/ASR	HI AND LO TACAN HI NDB/DME
NAS PENSACOLA RWY 25	TACAN (NPA CH119) PAR/ASR	HI AND LO TACAN
NAS PENSACOLA RWY 19	TACAN (NPA CH119) VOR (NUN 108.8) PAR/ASR	LO TACAN (RDR VECTORS) HI AND LO VOR
OLF CHOCTAW RWY 18	TACAN (NGS CH63)	LO TACAN (LOCAL USE ONLY)
OLF CHOCTAW RWY 36	TACAN (NGS CH63)	LO TACAN (LOCAL USE ONLY)
NAS PENSACOLA RWY 07L	ILS (PROPOSED 94)	

CNATRA

Facilities (cont.)
Airfield (cont.)

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

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	526,774	ADEQUATE NOTE 1
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	7,500 ~~7,750~~ 8	ADEQUATE NOTE 1
113	Parking Aprons	SY	374,244	NOTE 2
113	Access Aprons	SY	36,016	ADEQUATE NOTE 1
121	Direct Fueling	OL/GM	200 gals per minute	NASP/ OLF Choctaw NOTE 5
121	Truck Fueling	OL/GM	200-240 gals per minute	Depends on hose size
121	Defueling	OL/GM	10 gals per minute	Maximum
124	Fuel Storage	GA	48,144 (OLF Choctaw) 2,000,280 (FISC)	NOTE 6
136-36 (USN)	Carrier Lighting	EA	0	NOTE 1
149	Arresting Gear	EA	12	6 E-28/ 6 E-5 NOTE 1
421/422 (AF)	Ammunition Storage	CF	143,087	ADEQUATE NOTE 1
422	Open Ammunition Storage	SY	17	ADEQUATE NOTE 1
111	Runway Fixed Wing	SY	385,206	NOTE 3
113	Parking Apron	SY	31,920	
113	Access Apron	SY	540	
136-36	Carrier Lighting	EA	2	ADEQUATE
149	Arresting Gear	EA	4	2 E-28/2 E-5
111	Runway Fixed Wing	SY	812,244	NOTE 4
113	Parking Aprons	SY	210,759	SUBSTANDARD
113	Access Apron	SY	32,290	SUBSTANDARD

NOTES:

Figures are for Forrest Sherman Field

79,333 SY adequate/294,911 SY substandard

3. 233,333 SY adequate/77,778 substandard/74,095 SY inadequate, OLF Choctaw

4. 469,251 SY substandard/342,993 SY inadequate, OLF Bronson

5. Supply refueling contract (actual delivery to aircraft) can be modified (additional moves, personnel, trucks, etc.) to accomodate any number of aircraft.

6. Supply fuels has no storae capability for JP-5 fuel at NAS Pensacola. FISC has custody of and operates JP-5 storage tanks at NASP. Quantity listed above is under present storage capability. New tanks now being installed - will have storage capability of 3,948,000 gallons of JP-5.

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

None

Facilities (cont.)

Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of **PILOT** and/or **NFO/Navigator** training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

SEE PAGES ~~45~~ 64 (a) and ~~45~~ 64 (b) ~~AND 64(c)~~. No common method to determine what a workable block of airspace is - as the requirement varies with type of training being done. 2 CNATRA N3

PILOT

Type of **PILOT** Training	Level of **PILOT** Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General	Primary	T-34C		
		JPATS		
Strike	Intermediate	T-2C		
	Advanced	TA-4J		
	Intermediate/ Advanced	T-45		
E2/C2	Intermediate	T-44	N/A	N/A
	Advanced	T-2	SOUTH MOA-3*	25nmX19nmX8000 ft*
		T-45	N/A	N/A
Maritime	Intermediate	T-34C		
		JPATS		
	Advanced	T-44		
Rotary	Intermediate	TH-57		
	Advanced	T-34C		
		JPATS		
		Total	3	

* Airspace figures reflect actual usage of airspace hased upon assigned PTR mix. Numbers of workable blocks and average block size change AND ARE dependent upon assigned PTR. 2 CNATRA N3

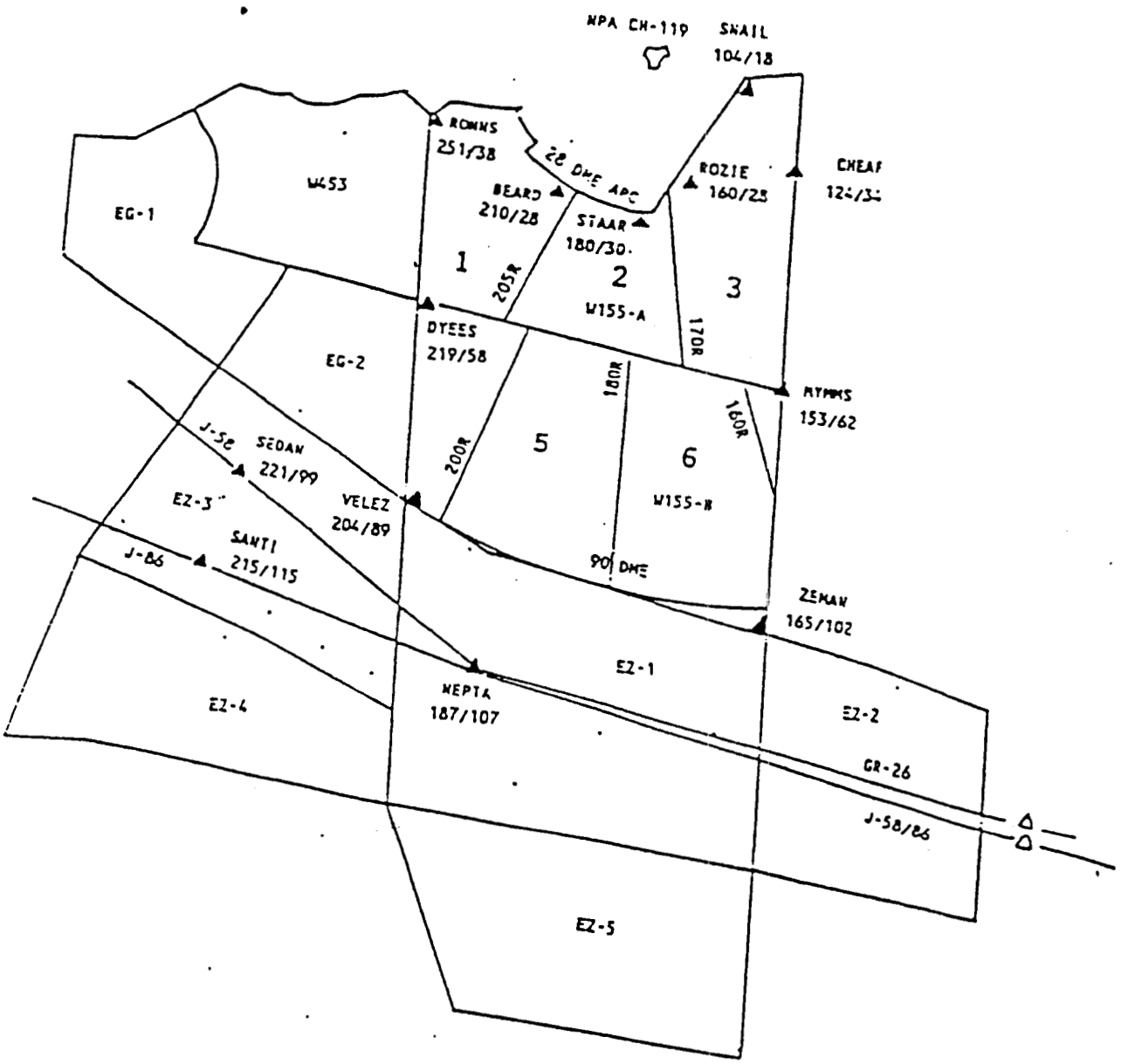
Facilities

Answers to Questions b.1. and b.3.:

AREAS	SQUARE MILES	ALTITUDE
W-155A		
AREA ONE	681*	SFC - FL600
AREA TWO	506*	SFC - FL600
AREA THREE	1122*	SFC - FL600
TOTAL	2309	
W-155B		
AREA FIVE	1470*	SFC - FL600
AREA SIX	1276*	SFC - FL600
TOTAL	2746	
GRAND TOTAL W-155	5055	
ATCAAs		
EAGLE ZULU ONE	2708	2000' - FL230
EAGLE ZULU TWO	1596	2000' - FL230
EAGLE ZULU THREE	1838	2000' - FL180
EAGLE ZULU FOUR	1310	2000' - FL180
EAGLE ZULU FIVE	1717	2000' - FL600
W-453	1205	SFC - FL600
EAGLE GOLF ONE	943	2000' - FL500
EAGLE GOLF TWO (including W-453)	2132	2000' - FL 500

*amounts can be split in half

SJI CH-103


NPA CH-119
SNAIL
104/18
ROWNS
251/38
28 DME ARC
ROZIE
160/23
CHEAF
124/3
W453
EG-1
BEARD
210/28
STAAR
180/30
1
205R
2
W155-A
3
170R
DYEES
219/58
EG-2
180R
MYMMS
153/62
160R
J-58
SEDAN
221/99
200R
5
6
EZ-3
VELEZ
204/89
W155-B
SANTI
215/115
J-86
90 DME
ZEMAN
165/102
EZ-1
NEPTA
187/107
EZ-4
EZ-2
GR-26
J-58/86
EZ-5

'ype of NFO ;raining	Level of NFO Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General	Primary	T-34	SOUTH MOA-3*	25nmX19nmX8000ft (10,500 — FL180)
		JPATS	N/A*	N/A
General	Intermediate	T-34/T-39	SOUTH MOA-3*/**	25nmX19nmX8000ft (10,500 — FL180)
		JPATS	N/A	N/A
NAV	Advanced	T-43	N/A	N/A
TN/BN	Advanced	T-2	SOUTH MOA-3* W-155-5*/**	25nmX19nmX8000ft (10,500 — FL180) 20nmX22nmX~~60,000ft~~ 29,000'
	Advanced	T-39	N/A**	N/A**
RIO	Advanced	T-2	SOUTH MOA-3* W-155-5*/**	25nmX19nmX8000ft (10,500 — FL180) 20nmX22nmX~~60,000ft~~ 29,000'
	Advanced	T-39	W-155-3*/**	20nmX22nmX~~60,000ft~~ 29,000'
OJN	Advanced	T-2	SOUTH MOA-3* W-155-3*	25nmX19nmX8000ft (10,500 — FL180) 20nmX22nmX~~60,000ft~~ 29,000'
	Advanced	T-39	W-155-3*/**	20nmX22nmX~~60,000ft~~ 29,000'
.TDS	Advanced	E-2C	N/A	N/A
		Total	SOUTH MOA-3 BLOCKS W-155-5 BLOCKS	

CNATRA-V2

* Airspace figures reflect actual usage of airspace based upon assigned PTR mix. Numbers of workable blocks and average block size change dependent upon assigned PTR. ** MTR and ATCAA airspace is also used.

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

Facilities (cont.)

Airspace (cont.)

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

No limits.

3. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the installation that are used for flight training. For each airspace provide the following information (seven questions):

FOR (a) THROUGH (g) SEE PAGES 67 THROUGH 74

a. Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

c. Does the Navy/Air Force/Army own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements up for renewal?

d. What is the distance en route?

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

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

Warning Area W-155A

(a) Warning Area; 155A; Gulf of Mexico south of Pensacola; 2,309 square nautical miles; 7 days a week; sunrise to 0100 local, other times by NOTAM; FAA, ARTCC, Jacksonville, FL.; FACSFAC Pensacola; Facsked Program; 30 miles south of Pensacola TRACON.

(b) Yes, NAS Pensacola, callsign Seabreeze.

(c) No.

(d) 30 miles, 10 minutes.

(e) No.

(f) No.

(g) Yes, Workload in W-155A could be increased by Approx. 465%. Percentage is based on a daily Max capacity of 84 (7 workable blocks x 12 useable time periods) and average use currently at 15 operations per day.

Warning Area W-155B

(a) Warning Area; 155B; Gulf of Mexico south of Pensacola; 2,746 square nautical miles; 7 days a week; sunrise to 0100 local, other times by NOTAM; FAA, ARTCC, Jacksonville, FL.; FACSFAC Pensacola; Facsked Program; 30 miles south of Pensacola TRACON.

(b) Yes, NAS Pensacola, callsign Seabreeze.

(c) No.

(d) 50 miles, 15 minutes.

(e) No.

(f) No.

(g) Yes, Workload in W-155A could be increased by Approx. 800%. Percentage is based on a daily Max capacity of 84 (7 workable blocks x 12 useable time periods) and average use currently at 9 operations per day.

Warning Area 453

(a) Warning Area; 453; Gulf of Mexico, south of Pascagoula, MS.; 1,205 square nautical miles; 7 days a week; sunrise to sunset, other times by NOTAM; FAA, ARTCC Houston, TX.; ANG Trng, Gulfport, MS.; 50nmi.

(b) Yes, ANG Trng, Gulfport, MS. callsign "Guarddog".

(c) No.

(d) 40 miles, 13 minutes.

(e) No.

(f) No.

(g) Awaiting data from ANG Gulfport, MS.

Warning Area W-151A

(a) Warning Area; 151A; Gulf of Mexico south of Eglin AFB, FL.; 2,520 square nautical miles; Intermittent; FAA, ARTCC, Jacksonville, FL.; 3246 TestW/DOSO Eglin AFB, FL.; N/A; 20nmi.
(b) Yes, Eglin AFB, callsign Retail.
(c) No.
(d) 30 miles, 10 minutes.
(e) No.
(f) No.
(g) Awaiting data from 3246 TestW Eglin AFB.

Warning Area W-151B

(a) Warning Area; 151B; Gulf of Mexico south of Eglin AFB, FL.; 3,038 square nautical miles; Intermittent; FAA, ARTCC, Jacksonville, FL.; 3246 TestW/DOSO Eglin AFB, FL.; N/A; 40nmi.
(b) Yes, Eglin AFB, callsign Retail.
(c) No.
(d) 70 miles, 22 minutes.
(e) No.
(f) No.
(g) Awaiting data from 3246 TestW Eglin AFB.

Warning Area W-151C

(a) Warning Area; 151C; Gulf of Mexico south of Eglin AFB, FL.; 1,806 square nautical miles; Intermittent; FAA, ARTCC, Jacksonville, FL.; 3246 TestW/DOSO Eglin AFB, FL.; N/A; 30nmi.
(b) Yes, Eglin AFB, callsign Retail.
(c) No.
(d) 63 miles, 20 minutes.
(e) No.
(f) No.
(g) Awaiting data from 3246 TestW Eglin AFB.

VR 1020

(a) Visual Flight Route 1020; Originating 55 miles Northwest from Pensacola, FL.; 150nmi x 10nmi x 1,500'; 1200-0400Z ++ weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC uses the Military Airspace Management System. FACSFAC also keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 20nmi.
(b) No.
(c) No.
(d) 55 Nautical miles, 14 minutes.
(e) No.
(f) No.
(g) Yes, due to the low usage, the room for increase is near unlimited for this route.

VR 1021

(a) Visual Flight Route 1021; Originating 55 miles West from Pensacola, FL.; 150nmi x 10nmi x 1,500'; 1200-0400Z ++ weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC uses the Military Airspace Management System. FACSFAC keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 5nmi.

(b) No.
(c) No.
(d) 55 Nautical miles, 14 minutes.
(e) No.
(f) No.
(g) Yes, due to the low usage, the room for increase in near unlimited for this route.

VR 1022

(a) Visual Flight Route 1020; Originating 75 miles West from Pensacola, FL.; 150nmi x 10nmi x 1,500'; 1200-0400Z ++ weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC uses the Military Airspace Management System. FACSFAC keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 30nmi.

(b) No.
(c) No.
(d) 75 Nautical miles, 19 minutes.
(e) No.
(f) No.
(g) Yes, due to the low usage, the room for increase is near unlimited for this route.

VR-1023

(a) Visual Flight Route 1023; Originating 53 miles West from Pensacola, FL.; 150nmi x 10nmi x 1,500'; 1200-0400Z ++ weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC Pensacola uses the Military Airspace Management System, FACSFAC keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 30nmi.

(b) No.
(c) No.
(d) 53 miles, 13 minutes.
(e) No.
(f) No.
(g) Yes, due to the low usage, the room for increase is near unlimited for this route.

VR-1024

(a) Visual Flight Route 1024; Originating 50 miles West from Pensacola, FL.; 300nmi x 1,500'; 1200-0400Z ++ weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC Pensacola uses the Military Airspace Management System, FACSFAC keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 5nmi.

(b) No.

(c) No.

(d) 55 miles, 13 minutes.

(e) Minor modifications of altitude on route structure were required to eliminate overflight of small agricultural activities.

(f) No.

(g) Yes, due to the low usage, the room for increase is near unlimited for this route.

IR-021

(a) Instrument Flight Route 021; Originating 28 miles Northeast from Pensacola, FL.; 400nmi x 6nmi x 11,000'; 1200-0400Z ++ weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC Pensacola uses the Military Airspace Management System, FACSFAC keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 20nmi.

(b) No.

(c) No.

(d) 28 miles, 7 minutes.

(e) No.

(f) No.

(g) Yes, due to the low usage, the room for increase is near unlimited for this route.

IR-037

(a) Instrument Flight Route 037; Originating 67 miles West from Pensacola, FL.; 150nmi x 6,000; 1200-0400Z ++ weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC Pensacola uses the Military Airspace Management System, FACSFAC keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 20nmi.

(b) No.

(c) No.

(d) 67 miles, 17 minutes.

(e) No.

(f) No.

(g) Yes, due to the low usage, the room for increase is near unlimited for this route.

IR-038

(a) Instrument Flight Route 038; Originating 53 miles West from Pensacola, FL.; 20nmi x 2,000'; sunrise-sunset weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC Pensacola uses the Military Airspace Management System, FACSFAC keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 5nmi.

(b) No.
(c) No.
(d) 53 miles, 13 minutes.
(e) No.
(f) No.
(g) Yes, due to the low usage, the room for increase is near unlimited for this route.

IR-040

(a) Instrument Flight Route 040; Originating 53 miles West from Pensacola, FL.; 150nmi.; 1200-0400Z ++ weekdays, occasional weekends; N/A; FACSFAC Pensacola; FACSFAC Pensacola uses the Military Airspace Management System, FACSFAC keeps all request schedules and reports on the usage Monthly, Quarterly, and Yearly; 20nmi.

(b) No.
(c) No.
(d) 53 miles, 13 minutes.
(e) No.
(f) No.
(g) Yes, due to the low usage, the room for increase is near unlimited for this route.

Pensacola North Military Operating Area

(a) Military Operating Area; Pensacola North; 30 miles north of Pensacola, FL.; 1,209 square miles; Normally sunrise to sunset Mon - Sat, occasional night operations until midnight; FAA, ARTCC Jacksonville, FL.; COMTRAWING SIX; Whiting; 1/2nmi.

(b) ???
(c) No.
(d) 30 miles, 10 minutes.
(e) No.
(f) No.
(g) Based on historical data, annual training can easily be doubled and possibly tripled with out having an adverse effect on safety of flight.

Pensacola South Military Operating Area

(a) Military Operating Area; Pensacola South; overhead NAS Pensacola; 1,196 square miles; Intermittent sunrise to 2400 Mon - Sat; FAA, Pensacola ATC Tower; COMTRAWING SIX; NAVFLIR; N/A.
(b) Yes, Pensacola TRACON.
(c) No.
(d) 0 miles, 5 minutes.
(e) No.
(f) No.
(g) Based on historical data, annual training can easily be doubled and possibly tripled with out having an adverse effect on safety of flight.

Eagle Gulf 1

(a) Air Traffic Control Assigned Airspace; Eagle Gulf One; Southeast of Gulfport, MS.; 864 square nautical miles; Sunrise to 0100 local; ANG Trng Gulfport, MS.; ANG Trng Gulfport, MS.; N/A; 15nmi.
(b) Yes, ANG Trng Gulfport, MS.
(c) No.
(d) 60 miles, 15 minutes.
(e) No.
(f) No.
(g) Awaiting data from ANG Trng MS.

Eagle Gulf 2

(a) Air Traffic Control Assigned Airspace; Eagle Gulf Two; South of Gulfport, MS.; 2,132 square nautical miles; Sunrise to 0100 local; ANG Trng Gulfport, MS.; ANG Trng Gulfport, MS.; N/A; 43nmi.
(b) Yes, ANG Trng Gulfport, MS.
(c) No.
(d) 80 miles, 20 minutes.
(e) No.
(f) No.
(g) Awaiting data from ANG Trng MS.

Restricted Area 2908

(a) Restricted Area; 2908; Gulf of Mexico, 25 miles Southwest of Pensacola, FL.; 75 square miles; Sunrise to Sunset daily, Other times by NOTAM 24 hour in advance; FAA, Pensacola RATCF; Commander, Training Air Wing Six, NAS Pensacola, FL.; N/A; 11nmi.
(b). Yes, NAS Pensacola, FL., callsign Seabreeze.
(c) No.
(d) 25 miles, 6 minutes.
(e) No.
(f) No.
(g) No increase.

Facilities (cont.)

Airspace (cont.)

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

Yes.

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

a. Where do these units/squadrons deploy?

Blue Angels: NAF El Centro, CA.
VT-4: Key West/Miramar/Cecil Field/North Island
~~VT-10/VT-86: Key West~~

b. How far from your installation?

Blue Angels: 1,500 mi.
VT-4/~~VT-10/VT-86~~: 600nmi - 2,200nmi

c. Frequency?

Blue Angels: Once per year for 2 1/2 months.
VT-4: Average 6 times a year
~~VT-10: Once a year~~
~~VT-86: Twice a year~~

d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

Blue Angels: Weather, airspace, training.
VT-4: Carrier availability
~~VT-10: Training versatility~~
~~VT-86: Adverse weather~~

e. Annual costs incurred for deployments due to adverse weather?

Blue Angels: $38,100
~~VT-4/VT-10: None~~
~~VT-86: $20,127 (2 Dets, Key West). Data represents known travel/misc costs only.~~

Facilities (cont.)

Airspace (cont.)

f. Annual costs incurred for deployments due to airspace non-availability?

Blue Angels: $38,100
VT-4/VT-10/VT-86: None

g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

CHATRA N3

Blue Angels: 0
~~VT-4: $57,238 (Represents travel/misc cost for carrier qualification detachments).~~
~~VT-10: $10,839 (Represents known travel/misc costs only).~~
~~VT-86: N/A~~

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

None

Facilities (cont.)

Airspace (cont.)

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

VT-4 Advanced E2/C2

Stage	Strike	E2/C2	Maritime	Helo	Primary	**NFDS**
Familiarization		LR				
Basic Instrument		NP				
Radio Instrument		NP				
Formation		LP				
Tactical Formation		NA				
Airway Navigation		NP				
Visual Navigation		LR				
Overwater Navigation		NA				
Out-of-control Flight		LP				
Carrier Qualifications		WR				
Air Combat Maneuvers		NA				
Operational Navigation		NA				
Weapons		NA				
Gunnery		NA				
Precision Aerobatics		NA				LR/WR
Helo Tactics		NA				
Helo Ship Qualifications		NA				

NOTE: THE NFDS, WHILE NOT UNDERGRADUATE PILOTS HAVE REQUIREMENTS AS INDICATED THAT NEED TO BE CONSIDERED.

Key:

LR (Overland Required) WR (Overwater Required) NP (No Preference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

NFDS (Blue Angels)

VT-86 Advanced NFO

tage	OJN	RIO	TN
Radar Navigation	LR	NA	LR
Surface Search	WR	NA	WR
Low Level	LR	LR	LR
AirwaysNav/Radar/Low Level	LR/WR	LR/WR	LR/WR
Familiarization	LR	LP/WP	LR/WR
Tactical Low Level	NA	LR	LR
Advanced Tactical Maneuvers	NA	NP	NA
Pursuit Intercepts	NA	NP	NA
Attack/Reattack Intercepts	NA	NP	NA
Conversion Intercepts	NA	NP	NA
Unknown Intercepts	NA	NP	NA
Advanced Intercepts	NA	NP	NA

VT-10 Primary/Intermediate NFO

Stage	PRIMARY	INTERMEDIATE
Low Level VNAV		LR
AirwaysNav		LR
Familiarization	LR	
NAV	LR	
JNAV	LR	
FORM		NP

Key:
LR (Overland Required) WR (Overwater Required) NP (No Preference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

8. List any additional constraints or limitations to the airspace that impact the training mission.

Blue Angels: MOA on top of NAS Sherman Field and OLF Choctaw cap air space during pratice at 10K vice 15K we have at a show site.
CTW-6: None

Facilities (cont.)

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

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

Cat Code: See Table

CCN Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
171-10 Bldg 1854 (VT-4 Classroom) See #2 note *1*	1	12	22,752
171-10 Bldg 3258 (VT-10) See #2 note *2*	10	300	568,800
171-10 Bldg 1853 (VT-86) See #2 note *4*	4	60	113,760
171-10 Academic Inst Bldg	10	582	1,168,656
171-20 Applied Inst Bldg	40	1,581	3,162,000
171-35 OPN Trainer Facility *	1	67	134,536
179-45 Survival Training Pier	1 EA	25	50,000
179-50 Obstacle Course	1 EA	8	16,000
171-35 Bldg 3480 (2B37)	4	4	11,884
(2C42)	2	2	5,680
(2F101)	3	3	8,466
171-35 Bldg 3268 (Ground Mapping Trainer)	2	2	5,418
(Air Intercept)	4	4	12,312
171-35 Bldg 3258 (1D23)	20	20	48,120
171-20 Pool	3	120	240,000

Design Capacity x 8 hrs/dy x 250 days/yr = Student hrs/yr

* The OPN trainer facility is actually a static display setup in a classroom. Because of the engineering codes, there are no mission requirements as they are part of the classroom hours. Therefore, not having been designated as another CCN, the available student hours will NOT be used in calculating the GEC for 171-35 in order to avoid creating a false sense of excess capacity.

NOTES:

1. Aviation Flight Training Computation: 237 days/yr.
2. Non-Aviation Student Training Computation: 250 days/yr as defined by NAVFAC P-80.
3. CCN 179-45 Survival Training Pier is a completely separate training site from CCN 171-20 Pool. CCN 171-20 Pool is used for both UPT and non-UPT training requirements.
4. **Breaking out Aviation Preflight Indoctrination from the above table, the following facilities are used by API:**

171-20:	**13 Classrooms**
171-35:	**1 Classroom**
179-45:	**Survival Training Pier**
179-50:	**Obstacle Course**

CCN: See Table

CCN Type Training Facility	Total Number	Design Capacity (PN)[2]	Capacity (Student HRS/YR)
171-35 Bldg 3480 (2B37)	4	4	11,884
(2C42)	2	2	5,680
(2F101)	3	3	8,466
171-35 Bldg 3268 (Ground Mapping Trainer)	2	2	5,418
(Air Intercept)	4	4	12,312
171-35 Bldg 3258 (1D23)	20	20	48,120
171-20 Pool	3	120	240,000

NOTES:

1. Aviation Flight Training Computation: 237 days/yr.
2. Non-Aviation Student Training Computation: 250 days/yr as defined by NAVFAC P-80.
3. CCN 179-45 Survival Training Pier is a completely separate training site from CCN 171-20 Pool. Pool CCN 171-20 is used for both UPT and non-UPT training requirements.

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

Cat Code: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
#633 APPLD INST CLASS	26	921	1,842,000
#75 BAY OPERATIONS	2	65	260,000
#58 LAND SURVIVAL	2	65	260,000
#3828 WATER SURVIVAL (3 POOLS/3 GYM AREAS/ 1 CLASSRM)	7	40	560,000
#671 TRNG DEVICES (2 POOLS/ 1 CLASSRM)	3	40	240,000

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

NASC: # of classroom x design capacity x 8 hrs/day x 250 days/yr.
CTW-6: 1. 12 x 8 x 237 = 22,752
2. 10 rooms x 30 students = 300 design capacity
300 x 8 x 237 = 568,000
4. 237 x 60 x 8 = 113,760

Bldg 3480	* (2B37) - PRI	4 trainers x 2,971 allocated hrs = 11,884 annual capacity (see note). (451 Primary students / 369 Intermediate students)
	* (2C42)	2 trainers x 2,840 allocated hrs = 5,680 annual capacity (see note). (1,262 Primary students)
	* (2F101)	3 trainers x 2,822 allocated hrs = 8,466 annual capacity (see note). (81 E2/C2 Pilots / 314 Advanced NFO students)
Bldg 3268	* (Ground Mapping)	2 trainers x 2,709 allocated hrs = 5,418 annual capacity (see note). (213 Advanced NFO students)
	* (Air Intercept)	4 trainers x 3,078 allocated hrs = 12,312 annual capacity (see note). (157 Advanced NFO students)
Bldg 3258	* (1D23)	20 trainers x 2,406 allocated hrs = 48,120 annual capacity (see note). (1,155 Primary students / 770 Intermediate students)

NOTE: The annual capacity figures are based on the Planning Factors Calculation outlined in OPNAVINST 3502.6. The variables used in this calculation have already been approved by CNATRA and include a simulator day length of 16 hours (the other 8 hours of the day are for contractor maintenance). A straight 16 hour day without utilizing the planning factors formula would increase the excess capacity on paper, however it would not be as accurate as the above figures.

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

NASC: None. Capacity shown represents full time use of facility.
CTW-6: VT-4: There are several vacant rooms in Bldg 1854 that could be converted to classrooms if required. VT-86: 100 percent. NFOTR has been cut by 1/2.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[3]

~~171-20: Bldg 633 is not feasible to expand.~~ CLS ONET TESY 11-4-94
179-45: Student hour capacity is virtually unlimited when additional equipment and personnel are provided. Adding additional, identical facilities will increase student capacity by 100% for each facility built.
179-50: Student hour capacity is virtually unlimited when additional equipment and personnel are provided. Adding additional, identical facilities will increase student capacity by 100% for each facility built.

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

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

~~171-20: Bldg 633 - space - building is close to full utilization.~~ ECS CNET TESY/11-4-94

179-45: Number of students allowed by law to enter military service. Number of daylight hours per day for those training events conducted outside.

179-50: Number of students allowed by law to enter military service. Number of daylight hours per day for those training events conducted outside. Only 8 personnel are allowed on the course at one time due to spacing considerations.

CTW-6: None.

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training **is not** conducted. Include all 171-*xx*, 179-*xx* category des, and any other applicable category codes.

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

Cat Code: 171-10

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
CONFERENCE CENTER	1	418	1,269,048

Cat Code: 724-11

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
#602 BERTHING	63	244	2,055,456 (1)
CLASSROOM	1	46	129,168 (2)
#626 BERTHING	42	158	1,330,992 (3)
CLASSROOM	1	42	117,936 (4)

Facilities (cont.)

Ground Training (cont.)

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training **is not** conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

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

Cat Code: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[3]	Capacity (Student HRS/YR)
CONFERENCE CENTER	1	418	1,269,048
#654 ACAD INST	1	20	40,000

Cat Code: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
NORU Applied Inst	1	331	794,400
#672 APPL INST (1) POOL	24	24	48,000
#672 APPL INST (1) CLASSROOM	24	24	48,000
Defense Photo School	30	315	608,740

Cat Code: 179-40

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
#462 SMALL ARMS RANGE	18	18	36,000

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

Facilities (cont.)

ound Training (cont.)

CCN: See Table

CCN Type Training Facility	Total Number	Design Capacity (PN)[4]	Capacity (Student HRS/YR)
171-10 ACADEMIC INST BLDG	1	20	40,000
171-20 APPLIED INST BLDG	42	766	1,532,000
171-45 TRNG AID PREP CTR	2	N/A	N/A
171-77 TRAINING STORAGE	3	N/A	N/A
179-45 FIRE TRNG TOWER	1	10	20,000
179-40 PISTOL RANGE	1	18	36,000
179-60 DRILL FIELD	1	*	*

* SIX ACRE GRASS DRILL/PARADE FIELD UTILIZED FOR MILITARY DRILL AND GRADUATION PARADES.
(40hrs/wk X 50wks/yr X Design Capacity)

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

Cat Code: 179-60

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
#332A DRILL FIELD	1	*	*

Cat Code: 724-11

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
#602 BERTHING	63	244	2,055,456 (1)
CLASSROOM	1	46	129,168 (2)
#626 BERTHING	42	158	1,330,992 (3)
CLASSROOM	1	42	117,936 (4)

CCN: See Table

CCN Type Training Facility	Total Number	Design Capacity (PN)[4]	Capacity (Student HRS/YR)
171-10 ACADEMIC INST BLDG	1	20	40,000
171-20 APPLIED INST BLDG	42	766	1,532,000
171-45 TRNG AID PREP CTR	2	N/A	N/A
171-77 TRAINING STORAGE	3	N/A	N/A
179-45 FIRE TRNG TOWER	1	10	20,000
179-40 PISTOL RANGE	1	18	36,000
179-60 DRILL FIELD	1	*	*

* SIX ACRE GRASS DRILL/PARADE FIELD UTILIZED FOR MILITARY DRILL AND GRADUATION PARADES.

(40hrs/wk X 50wks/yr X Design Capacity)

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

Cat Code: 179-60

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
#332A DRILL FIELD	1	*	*

Cat Code: 724-11

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
#602 BERTHING	63	244	2,055,456 (1)
CLASSROOM	1	46	129,168 (2)
#626 BERTHING	42	158	1,330,992 (3)
CLASSROOM	1	42	117,936 (4)

CCN: See Table

CCN Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
71-10 ACADEMIC INST BLDG	26,032 SF	578	1,244,960
171-20 APPLIED INST BLDG	187,241 SF	1248	2,505,984
171-45 TRNG AID PREP CTR	10,126 SF	N/A	N/A
171-77 TRAINING STORAGE	8,034 SF	N/A	N/A
179-45 FIRE TRNG TOWER	1 EA	10*	20,080

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CNET N-4433
~~ATA~~
8 May 94

Facilities (cont.)

C. Ground Training (cont.)

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

CONF CTR: Seating and tables for 418 individuals. Center was open an average of 276 days per year over the last two years, and is open 11 hrs per day (0700-1800). Total hrs/yr = 418 seats x 276 days/yr x 11 hrs/day.

NORU: Officer and Enlisted standard load design is 331.

331 x 8 hrs = 2,648 x 300 - 794,400 hrs/work.

171-10: (20 students/1 classroom) x 8 hrs/day x 5 days/wk x 50 wks/yr = 40,000

171-20: 40 hrs/wk x 50 wks/yr x 24

179-40: 40 hrs/wk x 50 wks/yr x 18

179-60: Six acre grass drill/parade field utilized for military drill and graduation parades.

724-11: (1) 244 (PN) x 24 hrs x 351 days (-14 days for Christmas break)

(2) 46 x 8 hrs x 351 days

(3) 158 (PN) x 24 hrs x 351 days (-14 days for Christmas break)

(4) 42 (PN) x 8 hrs x 351 days

* Bldg 626 is used exclusively as a training barracks for Naval Officer Candidates.

CTW-6: ASSUME: FOR 171-10, 45 SF/PN; FOR 171-20, 150 SF/PN; * = ESTIMATED. ASSUME: 251 DAYS/YR X 8 HRS/DAY = 2008 HRS/YR. STUDENT HRS/YR = DESIGN CAPACITY (PN) X 2008 HRS/YR

DPHSCOL: 19 classrooms x 12 students max capacity = 228; 9 classrooms x 8 students max capacity = 72; 1 classroom x 6 students max capacity = 6; 1 classroom x 9 students max capacity = 9; Total student capacity = 315. 8 hr trng day x 242 training days x 315 max student capacity - 609,840 student capacity hrs/yr.

R 8. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

171-10 Bldg 654: No additional capacity can be gained. This Bldg is an old wooden structure scheduled to be demolished.

171-20 Bldg 672: No additional capacity can be gained. This facility contains 1 classroom and 1 swimming pool.

179-40 Bldg 462: Pistol Range - None.

179-60 Bldg 332A: Drill Field - None. The field has fixed dimensions.

NOTE: Based on current design capacity equation using 8 hr dys, 5 dys/wk, no additional capacity can be gained. Bldg 602 and 626 are berthing facilities. Classroom capacity could be increased by increasing hrs/dy and/or dys/wk. Berthing capacity could not be increased since design capacity is based on 24 hr sage.

Facilities (cont.)

Ground Training (cont.)

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

CONF CTR: Seating and tables for 418 individuals. Center was open an average of 276 days per year over the last two years, and is open 11 hrs per day (0700-1800). Total hrs/yr = 418 seats x 276 days/yr x 11 hrs/day.

NORU: Officer and Enlisted standard load design is 331.

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179-40: 40 hrs/wk x 50 wks/yr x 18

179-60: Six acre grass drill/parade field utilized for military drill and graduation parades.

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(2) 46 x 8 hrs x 351 days

(3) 158 (PN) x 24 hrs x 351 days (-14 days for Christmas break)

(4) 42 (PN) x 8 hrs x 351 days

* Bldg 626 is used exclusively as a training barracks for Naval Officer Candidates.

CTW-6: ASSUME: FOR 171-10, 45 SF/PN; FOR 171-20, 150 SF/PN; * = ESTIMATED. ASSUME: 251 DAYS/YR X 8 HRS/DAY = 2008 HRS/YR. STUDENT HRS/YR = DESIGN CAPACITY (PN) X 2008 HRS/YR

DPHSCOL: 19 classrooms x 12 students max capacity = 228; 9 classrooms x 8 students max capacity = 72; 1 classroom x 6 students max capacity = 6; 1 classroom x 9 students max capacity = 9; Total student capacity = 315. 8 hr trng day x 242 training days x 315 max student capacity - 609,840 student capacity hrs/yr.

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

Question has been referred back to appropriate tenant command(s). Will provide input has soon as possible.

Facilities (cont.)

Ground Training (cont.)

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations

The only inadequate training facilities are Buildings 58 and 75. These facilities are being upgraded by replacement by MILCON Project P-568. This MILCON Project constructs a 40,350 SF building and a 4,500 SF Arboretum. Estimated cost of this project is $4.6 million which includes the building, sitework and contingency of 5 percent.

Available on base is approximately 150 acres of land which can be developed at a cost of $150 per sf (includes sitework). Also, Building 47, 18,968 SF can be converted to a training facility at a cost of approximately $4.75 million.

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

From a facilities aspect, the only limiting factor is adequate area to develop. Approximately 150 acres of land exists in the Forrest Sherman Field area for possible development.

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

Type of Aircraft	Number of Aircraft (Fiscal Year)							Mission
	1995	1996	1997	1998	1999	2000	2001	
F/A-18	11	11	11	11	11	11	11	Navy Flight Demonstration Squadron
C-130	1	1	1	1	1	1	1	Navy Flight Demonstration Squadron
C-12B	2	2	2	2	2	2	2	Cargo/Pax
H-3H	3	3	3	3	3	3	3	SAR

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service ecific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments
*T-2	74	NAVFAC P-80 DOES NOT PROVIDE APPROXIMATIONS
T-34	80	FOR 45 DEGREE PARKING OF PROPELLER AIRCRAFT
*T-39	65	AND HELICOPTERS.
*F-18	43	*T-2, T-39 AND F-18 CALCULATED AT 45 DEGREE
C-130	2	PARKING.
C-12B	14	
H-3H	14	

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

CTW-6: Calculations for number of aircraft (a) based on total ramp area minus 20 percent for taxi lanes and 7.202 percent for transient parking (374,244 - [74,848 - 26,197] = 273,199. All measurements are in square yards. Calculations for number of aircraft (b) based on 8 percent of each type aircraft (except F/A-18 @ 25 percent) in hangars for scheduled maintenance and various areas of the ramp used strictly for parking (no turn-ups, minor maintenance).

* All aircraft parking approximations taken from NAVFAC P-80 tables 113-20B.

AIR OPS: CALCUALTIONS FOR NUMBER AIRCRAFT BASED ON TOTAL RAMP AREA MINUS 20% FOR TAXI LANES AND 7.202% FOR TRANSIENT PARKING (374,244-[74,848-26,197]=273,199). ALL MEASUREMENTS ARE IN IN SQUARE YARDS.

*ALL AIRCRAFT PARKING APPROXIMATIONS TAKEN FROM NAVFAC P-80 TABLES 113-20B.

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments
*F-18	4	F-18 AND T-2 COMBINED IN HANGAR 1854
T-2	5	
T-34	9	T-34 AND T-39 COMBINED IN HANGAR 1853
T-39	4	
C-12B	10	C-12B AND H-3 COMBINED IN HANGARS 3260 AND 3221
*H-3	10	

***F-18 (FLIGHT DEMONSTRATION TEAM) AIRCRAFT WINGS ARE NOT FOLDED UNLESS ABSOLUTELY NECESSARY. H-3 BLADES ARE FOLDED.**

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

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

For NAS Pensacola Hangar Bldg 3260 only: (b) Claculations based on parking only, minimum maintenance. C-12 wing span of 54'6", separation of 10', and a useable hangar of 402' (402 divided by 65 = 6). H-3H width of 16'4' (folded) separation of 10' and a useable hangar of 402' (402 divided by 27 = 14). Sample mix could be two, C-12, two, H-3H (spread), or three, C-12, six H-3H (folded).

AIR OPS: Calculations are based on actual available hangar deck area minus fire lanes and working clearance between aircraft and doors. However, intermediate maintenance factor (imo), total maintenance operation factor (TMO) and other organizational maintenance module factors were not calculated as they do not apply to contract maintenance.

(a) Hangar 1853. Available length of 243 ft by width of 150 feet. Ten (10) feet along each wall and five (5) feet at each door is required for fire lanes and door clearance. Useable area for aircraft parking is 233 feet by 130 feet divided into two areas (116.5 Feet by 130 feet) for type aircraft (t-34 and 5-39).

(1) T-34 - wing span of 33' 4", length of 29' and five feet between wing tips. Because of size of aircraft it is possible to park both parallel and perpendicular.

(2) T-39 - wing span of 45' 5", length of 44' and 24 feet between wing tips.

(b) Hangar 1854. Available length of 243 feet by width of 150 feet. Ten (10) feet along each wall and five (5) feet at each door is required for fire lanes and door clearance. Useable area for aircraft parking is 233 feet by 130 feet divided into two areas (116.5 Feet by 130 feet) for type aircraft (f-18 and t-2).

(1) F-18 wing span of 37' 6" and length of 56' with 40 feet between wing tips.

(2) T-2 wing span of 37' 11" and length of 39' with 20 feet between wing tips and aircraft parked parallel and perpendicular.

(c) Hangar 3260. Available length of 402 feet by width of 70 feet. Ten (10) feet along three walls and five (5) feet at door is required for fire lan and door clearance. Useable area for aircraft parking is 382 feet by 55 feet for type aircraft (c-12b and h-3).

(1) C-12 - wing span of 54' 6" and length of 44' and h-3 (blades folded) width of 16' 4" and length of 48'.

(d) Hangar 3221. Presently used by NADEP and Naval Aviation Museum. Claculations are the same as hangar 3260, but other groups (shown in q4) are possible.

Note: maximum number of aircraft in any hangar could be increased or decreased by placing all of one type aircraft in hangar.

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
F-18	~~14~~ 48 *	ALL MAINTENANCE, EXCEPT F-18, ACCOMPLISHED BY
T-2	~~42~~ 60 *	CONTRACT PERSONNEL.
T-34	~~70~~ 108 *	
T-39	~~34~~ 48 *	
C-12B	4	
H-3	6	DOD MAINTENANCE
C-130	1	DOD MAINTENANCE

2
CNATRA N3

* SCHEDULED MAINTENANCE ONLY. HANGAR SPACE IS USED AS LIMITER

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.
* Based on NAVFAC P-80 (12 times available hanger spaces)

Based on input from contractor, current facility has the capability to handle the maximum numbers indicated above. Input is based on shops, test benches, size of facilities, etc. However, contract personnel increase would be required to support the number of aircraft.

AIR OPS: This facility has two type B washracks (1866 SY/1878 SY) capable of servicing 80 aircraft each. Based on present maintenance facilities it is possible to maintain these aircraft (80 x 2), however, increase in contract personnel will be necessary.

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

None

Facilities (cont.)

). Aircraft Parking, Maintenance, and Supply (cont.)

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft (PRESENT)	Comments
C-12	2	Not supported by supply/storage facilities. All maintenance is performed under contract.
T-34	35	
T-39	17	
H-3	3	Storage spaces at Bldg 3581 and 781 (to be turned over to NAS Supply) can accommodate (part support storage) any number of aircraft Air Ops can support. New 45,000 SF warehouse just completed. Sufficient storage exists to support 4 times the number of aircraft which are currently assigned.
C-130	1	
F/A-18	11	
T-2	20	

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

Aviation Support Department could easily provide parts and storage support for an increase of 4 times the current number of aircraft and possibly more. Bldg 3581 is only being 33 percent utilized at this time and Bldg 781 has ample storage space for any overflow of material or back-up stock. The total number of line items carried has decreased over the past 5 years by 50 percent due to the increase in the number and types of aircraft in operation at Sherman Field and due to the advent of contract maintenance and supply support of T-34, T-39, and UC-12 aircraft.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

The only foreseen constraint at this time is that any changes in maintenance requirements would require modification of current UNC (AIMD) maintenance contract. Any increases in maintenance capability would require transfer or procurement of applicable test stands and test equipment and minimal training of maintenance personnel (i.e., currently F/A-18 repairables are transported to NAS Cecil Field for repair and return).

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft	Comments
		Storage spaces at Bldg 3581 and 781 (to be turned over to NAS Supply) can accomodate (part support storage) any number of aircraft air ops can support (hangar and apron). New 45,000 SF warehouse under construction.

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

N/A

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

None

Berthing Facilities - 1997

CCN	BLDG #	TOT BEDS	TOT ROOMS	ADEQUATE BEDS	ADEQUATE SF	SUBSTANDARD BEDS	SUBSTANDARD SF	INADEQUATE BEDS	INADEQUATE SF	COMMENTS
721-11	P-3469	112	56	112	255	0	0	0	0	
	P-3470	168	84	168	255	0	0	0	0	
	P-3472	128	64	128	255	0	0	0	0	
721-11	P-3468	**168**	**84**	**168**	255	0	0	0	0	
	P-3248	105	1	OPEN BAY				105	8816	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
721-12	P-3471	**84**	**84**	**84**	255	0	0	0	0	
	P-3248	108	36	0	0	0	0	108	269	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
	P-3248	11	44	0	0	0	0	11	349	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
721-13	P-3472	2	4	2	510	0	0	0	0	VIP SUITES
	P-3473	60	60	60	255	0	0	0	0	
721-13	P-3474	**20**	40	**20**	**510**	0	0	0	0	
	P-3475	**24**	48	**24**	**510**	0	0	0	0	
	P-3248	8	8	0	0	0	0	8	135	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
	P-3248	10	10	0	0	0	0	10	179	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
721-13	P-623	**160**	**80**	**160**	**225**	0	0	0	0	
724-11	P-602	236	59	0	0	0	0	236	334	Inadq due to B04, C04, C26, C41; OCS billeting; cost
	P-602	8	4	0	0	0	0	8	184	Inadq due to B04, C04, C26, C41; OCS billeting; cost
	P-602	148	37	0	0	0	0	148	289	Inadq due to B04, C04, C26, C41; OCS billeting; cost
	P-602	10	5	0	0	0	0	10	172	Inadq due to B04, C04, C26, C41; OCS billeting; cost
	P-600	**43**	62	**18**	0	0	0	25	160	Inadq due to E05, C26, E47; GEO bachelor billeting;
	P-3246	218	218	218	260	0	0	0	0	
	P-3251	**121**	**121**	**121**	**520**	0	0	0	0	
	P-3252	243	243	243	260	0	0	0	0	
724-12	P-34	4	4	4	400	0	0	0	0	

Enlisted 604 Adq
100 %

Officer 604 Adq
96 %

Berthing Facilities - Current

CCN	BLDG #	TOT BEDS	TOT ROOMS	ADEQUATE BEDS	ADEQUATE SF	SUBSTANDARD BEDS	SUBSTANDARD SF	INADEQUATE BEDS	INADEQUATE SF	COMMENTS
721-11	P-3469	112	56	112	255	0	0	0	0	
	P-3470	168	84	168	255	0	0	0	0	
	P-3472	128	64	128	255	0	0	0	0	
	P-3248	105	1	OPEN BAY				105	8816	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
721-12	P-3471	56	56	56	255	0	0	0	0	
	P-3474	40	40	40	255	0	0	0	0	
	P-3248	108	36	0	0	0	0	108	269	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
	P-3248	11	44	0	0	0	0	11	349	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
721-13	P-3471	28	28	0	0	0	0	28	255	Inadq due to SF req for E-7/9; CPO billeting; $480,0
	P-3472	2	4	2	510	0	0	0	0	VIP SUITES
	P-3473	60	60	60	255	0	0	0	0	
	P-3475	48	48	48	255	0	0	0	0	
	P-3248	8	8	0	0	0	0	8	135	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
	P-3248	10	10	0	0	0	0	10	179	Inadq due to SF, Open Bay, gang heads; E-1/4 air cr
721-14	P-3468	240	80	240	255	0	0	0	0	
	P-623	24	12	0	0	0	0	24	135	Inadq due to SF and Gang Heads: E-1/4 air crewmar
	P-623	9	27	0	0	0	0	9	179	inadq due to SF and Gang Heads: E-1/4 air crewmar
	P-623	19	76	0	0	0	0	19	249	inadq due to SF and Gang Heads: E-1/4 air crewmar
	P-623	12	48	0	0	0	0	12	269	inadq due to SF and Gang Heads: E-1/4 air crewmar
	P-623	17	68	17	359	0	0	0	0	
724-11	P-602	236	59	0	0	0	0	236	334	Inadq due to B04, C04, C26, C41; OCS billeting; cost
	P-602	8	4	0	0	0	0	8	184	Inadq due to B04, C04, C26, C41; OCS billeting; cost
	P-602	148	37	0	0	0	0	148	289	Inadq due to B04, C04, C26, C41; OCS billeting; cost
	P-602	10	5	0	0	0	0	10	172	Inadq due to B04, C04, C26, C41; OCS billeting; cost
	P-600	25	62	0	0	0	0	25	160	Inadq due to E05, C26, E47; GEO bachelor billeting;
	P-3246	218	218	218	260	0	0	0	0	
	P-3251	258	258	258	260	0	0	0	0	
	P-3252	243	243	243	260	0	0	0	0	
724-12	P-34	4	4	4	400	0	0	0	0	

Features and Capabilities

Replace this page with pages 91(a) - 91(f).

HEARD CNET 11 May 94

Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
P-3251 / 72411	192	192	143*

*** Total includes 123 permanent party student aviators and 20 permanent party staff.**

Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The ired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, include if billeting is for students or permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
P-3251	121	121*	121

*** Total rooms decreased by building renovation project number RC27-92R commencing Dec 94. Will increase minimum SF per room required by DODI 4165.63M. Projected completion is Dec 95.**

Features and Capabilities A. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between Officer/Enlisted/Civilian, and include if billeting is for Students or Permanent Party.

BOQ Housing and Messing

Facility Type, Bldg # & CCN	Total # of Beds	Total # of Rooms	Total Housed	Off	Enl	Civ	Student	Permanent
P-34-72412	4	4	3	3	0	0	0	0
P-600-72411	25	62	7	7	0	0	0	7
P-3246-72411	218	218	90	50	0	40	0	0
P-3251-72411	258	258	180	180	0	0	160	20
P-3252-72411	243	243	225	195	0	30	180	0

Facility	Total Adequate Rooms	Total Substandard Rooms	Total Inadequate Rooms
BOQ	723	0	62

Encl (2)

BEQ Housing and Messing

Facility Type, Bldg # & CCN	Total # of Beds	Total # of Rooms	Total Housed	Off	Enl	Civ	Student	Permanent
P-3468-72114	240	80	165	0	165	0	165	0
P-3469-72111	112	56	105	0	105	0	0	105
P-3470-72111	168	84	156	0	156	0	0	156
P-3471-72113	28	28	28	0	28	0	0	28
P-3471-74112	56	56	56	0	56	0	56	0
P-3472-72113	2	4	2	0	2	0	0	0
P-3472-72111	128	64	128	0	128	0	128	0
P-3473-72113	60	60	58	0	58	0	0	0
P-3474-72112	40	40	39	0	39	0	0	39
P-3475-72113	48	48	47	0	47	0	47	0
P-623-72114	232	68	171	0	171	0	171	0
P-3231-72114	52	25	23	0	23	0	0	23
P-3248-72112	152	68	106	0	106	0	0	106
P-3248-72111	105	1	105	0	105	0	105	0

Facility	Total Adequate Rooms	Total Substandard Rooms	Total Inadequate Rooms
BEQ	520	1 OPEN BAY	161

Encl (2)

Features and Capabilities A. Housing and Messing

2. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Differentiate between Officer/Enlisted/Civilian, and include if billeting is for Students or Permanent Party.

BOQ Housing and Messing

Facility Type, Bldg # & CCN	Total # of Beds	Total # of Rooms	Total Housed	Off	Enl	Civ	Student	Permanent
P-34-72412	4	4	3	3	0	0	0	0
P-600-72411	43	62	10	10	0	0	0	10
P-3246-72411	218	218	218	160	0	58	0	0
P-3251-72411	207	207	207	207	0	0	167	40
P-3252-72411	243	243	243	223	0	20	220	0

Facility	Total Adequate Rooms	Total Substandard Rooms	Total Inadequate Rooms
BOQ	672	0	62

Encl (2)

BEQ Housing and Messing

Facility Type, Bldg # & CCN	Total # of Beds	Total # of Rooms	Total Housed	Off	Enl	Civ	Student	Permanent
P-3468-72114	168	84	168	0	168	0	0	168
P-3469-72111	112	56	112	0	112	0	0	112
P-3470-72111	168	84	168	0	168	0	0	168
P-3471-72113	84	84	84	0	84	0	84	0
P-3472-72111	136	68	136	0	136	0	0	0
P-3473-72113	60	60	60	0	60	0	0	0
P-3474-72112	20	40	20	0	20	0	0	20
P-3475-72113	24	48	24	0	24	0	0	24
P-623-72114	160	80	160	0	160	0	160	0
P-3248-72113	160	80	160	0	160	0	0	160
P-A-72111	560	280	560	0	560	0	560	0
P-B-72111	560	280	560	0	560	0	560	0
P-C-72111	560	280	560	0	560	0	560	0
P-D-72111	560	280	560	0	560	0	560	0
P-E-72111	444	888	444	0	444	0	444	0
P-F-72111	560	280	560	0	560	0	560	0
P-G-72111	560	280	560	0	560	0	560	0
P-H-72111	560	280	560	0	560	0	560	0
P-I-72111	560	280	560	0	560	0	560	0

ENCL (2)

BEQ Housing and Messing (cont)

Facility	Total Adequate Rooms	Total Substandard Rooms	Total Inadequate Rooms
BEQ	3,812	0	0

Note: OCS Barracks are considered adequate for officer accession housing.

SH (HERTEL)
CNET
N4434
8/18/98

Features and Capabilities

OCS Housing and Messing

2. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Differentiate between Officer/Enlisted/Civilian, and include if billeting is for Students or Permanent Party.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms						
			Total Housed	Officer	Enlist	Civilian	Student	Perm
P-602-72411	236	59	52				52	
P-602-72411	8	4	8				8	
P-626-72411	148	37	30				30	
P-626-72411	10	5	10				10	

Personnel Housed in OCS are Student Officer Candidates.

~~32~~ 91 (f) HEARD ONET N-4433 94 11 MAY KOA

Features and Capabilities (cont.)

Housing and Messing (cont.)

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

First table was default with Data Call. Assume second table was meant for this question.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
721-45 / 601	12,651	244	550
722-45 / 602	20,917	192	350
722-10 / 1907*	14,983	264	150

*** Mess Hall 1907 is scheduled to be closed in Sep 94.**

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
721-45 / 601	12,651	244	550
722-45 / 602	20,917	192	350
New Galley	55,000	5,500	4,500

Features and Capabilities (cont.)

Housing and Messing (cont.)

Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ * (Permanent Students)	~~121~~	121	121	121	121	121	~~121~~
BEQ	~~770~~	~~2,858~~	5,442	5,666	~~5,666~~	~~5,666~~	~~5,666~~
On-Base Housing	SEE PAGE 94						
Off-Base Housing							
Galley 601	550	550	550	550	550	550	550
Galley 602	350	350	350	350	350	350	350
New Galley			5,500	5,500	5,500	5,500	5,500
Total Messing	900	900	6,400	6,400	6,400	6,400	6,400

R

See page 93(a) HEARD AOA CNET N-4432 10/6/94

*** Permanent party student aviators FY95 will be housed in Transient Officer Quarters until ovation is completed in Building 3251, Project No. RC27-92R with expected completion in Dec 95.**

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

- Average daily student load for Galleys 601/602/1907 was computed by taking the seating capacity and average head count over a 12-month period for each galley. R

	Seating Capacity	Average Head Count	ADSL
Galley 601	244	306	550
Galley 602	192	158	350

- The new galley (NATTC Galley) ADSL is based on the current design plan to feed 5,500 students.

SEE PAGE 94 FOR ADDITIONAL INFORMATION & Pages 93 (a) and (b). AOA HEARD CNET N-4432 10/6/94

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission. R

Galley 1907 is scheduled to close by 30 September 1994 for economical reasons.

SEE PAGE 94 FOR ADDITIONAL INFORMATION & Pages 93 (a) and (b). AOA HEARD CNET N-4432 10/6/94

CLOSE HOLD

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Average Daily Student Load

Type Facility							
	1995	1996	1997	1998	1999	2000	2001
BOQ -							
Officer	240	387	387	387	387	387	387
Enlisted							
Civilian							
BEQ -							
Officer							
Enlisted	770	2858	5442	5666	5666	5666	5666
Civilian							
OCS -							
Officer Candidates	80	100	100	100	100	100	100

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

6. Basis of calculations: NASP CNO Quality of Life Special Projects: BEQ

BUILDING	RENOVATION START	RENOVATION FINISH	BEDS BEFORE	BEDS AFTER	
3468	12/94	6/95	240	168	E-1/E-4
3469	12/94	6/95	112	112	E-1/E-4
3470	6/95	12/95	168	168	E-1/E-4
3471	6/95	12/95	84	84	E-5/E-9 Perm Party
3474	1/96	6/96	40	20	E-7/E-9 Perm Party
3475	1/96	6/96	48	24	E-7/E-9 Perm Party
623	1/96	1/97	232	160	E-1/E-4 A/C Students
3472	6/96	1/97	130	132	E-1/E-4 Students
3473	6/96	1/97	60	60	E-7/E-9 Students
3248	1/97	1/98	260	160	E-1/E-4 Students

FY 99 5666 Students E-1/E-9
44 Permanent Party E-7/E-9
28 Permanent Party E-5/E-6
280 Permanent Party E-1/E-4
6018 TOTAL BEDS

Heard CNET N-4433 11 May 96

7. List any additional constraints or limitation to the housing and messing facilities that impact the training mission.

7. The current plan is to build nine (9) new Bachelor Enlisted Quarters for the arrival of "A" and "c" schools. These new BEQ's are to be used for students (transit) only, no permanent party personnel.

The present Bachelor Enlisted Quarters, which there are presently ten (10) are also in the process of being renovated. This renovation will increase permanent party rooms space to satisfy regulations, therefore decreasing actual number of permanent party rooms.

With the arrival of the "A" and "C" schools in the near future, no consideration or planning has been involved in the arrival of a larger increase of permanent party personnel to support the students, such as: instructors, cooks, medical, disbursing, etc.

If all goes as planned we will not have enough berthing spaces for our permanent party personnel to support these schools.

5/13/95

New Adequacy standards in the BQs reduced capacity 50%. When the initial BRAC data call was made, permanent party rooms could adequately house 2 E5/6 people per room. New criteria reduced that to 1 E5/6 per room. Thus, the comment that "... no consideration or planning has been involved in the larger increase of permanent party..." is not accurate. In a word, the criteria changed.

33 93 (b)

Heard CNET N-4433 11 May 94

R Torkel
BQ Programs
In 1122

Features and Capabilities

A[illegible]sing and Messing (cont.)

5. Navy Family Housing does not maintain statistics nor assign quarters based on Average Daily Student Load (ADSL). On-Base Housing is not available to civilian employees working in the Pensacola area complex. Enlisted and officer housing is available to all military personnel with dependents assigned to the area-wide complex. Applicants for housing must have a minimum of six months remaining on their tour of duty to accept assignment to government quarters. All qualified applicants for on-base housing compete on an equal basis based on pay grade and bedroom entitlement.

~~6. Assumptions made for data provided: Data Call 19 is for Undergraduate Pilot Training. Pilot training is conducted for officers in the 01-03 category.~~ Heard [illegible]

On-base Housing:

The Navy Family Housing Department provides on-base housing to all officer and enlisted personnel (with dependents) stationed at the Pensacola Naval Complex; which includes personnel stationed at all commands onboard NAS Pensacola, NTTC Corry Station, Naval Hospital and NETPMSA Saufley Field.

Military housing at NAS Pensacola is not designated for student housing. All service members entitled to housing compete on an equal basis for the housing units available for assignment.

Housing assets for 01-03 personnel are as follows:

[illegible]edroom Units = 16
[illegible]edroom Units = 91
4 Bedroom Units = 12

No new construction of officer housing units is planned for the period FY95 - FY01

Navy Family Housing does not maintain statistics based on ADSL, in terms of enlisted, officer and civilian personnel.

Off-base Housing:

A review of all listings in the Escambia County Multiple Listing Service (MLS) and listings located in the Family Housing Office was conducted on 18 April 1994 to determine off-base housing availability for military personnel in the 01-03 classification.

There are currently 378 off-base housing units available for rent at or below $650/month to personnel in the 01-03 pay grade. This is based on a review of apartments, townhouses, condominiums, and single family homes. Analysis was based on the BAQ+VHA rates for personnel 01-03 which is $530.00 to $650.00 monthly.

We are unable to ascertain future rental availability as fluid market forces could drive this number in either direction.

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/755
06 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Pensacola

1. Reference (a) certified and forwarded the original activity certifications 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 Pensacola**

Data Call Number Nineteen Revisions
(Pages 83, 90, 93, 93(a), 93(b), and 94)

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	9 NET 10/6/94
Title	Date
CNET	
Activity	

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

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

P.W. DRENNON	
NAME	Signature
Acting	12 OCT 1994
Title	Date

STATION REVISIONS OF 9/12/94, PAGES 83,90 & 93

REVISION TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U. S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

9/21/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

30Oct94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

REVISION TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

9/16/94
Date

NAVAL AIR STATION PENSACOLA
Activity

PAGES:
83 R (9/12/94)
90 R (9/12/94)
93 R (9/12/94)

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/728
30 SEP 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Page - NAS Pensacola

1. Reference (a) certified and forwarded 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

WL

Command: **NAS Pensacola**

Data Call Number Nineteen Revision
(Page 58)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

Signature

Acting
Title

9/30/94
Date

CNET
Activity

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

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

P. W. DRENNON
NAME

Signature

Acting
Title

12 OCT 1994
Date

REVISION TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M.C. VOWT, CAPT USN
NAME (Please type or print)

Signature

COMMANDER
Title

9/8/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

19 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

REVISION TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

9/7/94
Date

NAVAL AIR STATION PENSACOLA
Activity

PAGES:
58 (9/7/94)

BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

4/29/94
Date

TRAINING WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

9 MAY 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

SEE NEXT PAGE

NAME (Please type or print)

Signature

Title

Date

Activity

NAS PENSACOLA

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

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

J. B. Greene, Jr
NAME (Please type or print)

Signature

Acting
Title

27 May 1994
Date

Command: **NAS Pensacola**

Data Call Number Nineteen

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

13 MAY 94
Date

CNET
Activity

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

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

NAME

Signature

Title

Date

BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

ACTIVITY COMMANDER

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

W T R Bogle
Signature

COMMANDING OFFICER
Title

4/29/94
Date

NAVAL AIR STATION PENSACOLA
Activity

Command: **NAS Pensacola**

Data Call Number Nineteen (Revision)

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

18 MAY 94
Date

CNET
Activity

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

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

J. B. Greene, Jr.
NAME

Signature

Acting
Title

27 May 1994
Date

Encl (5)

BRAC-95 DATA CALL 19
NAS PENSACOLA UIC 00204

REVISIONS OF 5/12/94, PAGES 37,38 & 39

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

12 MAY 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Command: **NAS PENSACOLA**

Data Call Number Nineteen Revisions
(Pages 5)

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

CNET
Title

6/10/94
Date

CNET
Activity

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

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

J. B. GREENE, JR.
NAME

Signature

ACTING
Title

6/20/94
Date

Encl (2)

BRAC-95 DATA CALL 19
NAS PENSACOLA UIC 00204

CNATRA REVISIONS OF 6/7/94, PAGE 5

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. D. HAYDEN, RADM, USN~~
NAME (Please type or print)

Signature

Chief of Naval Air Training (ACTING)
Title

Date 7 JUN 94

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

?

228

Command: **NAS Pensacola**

Data Call Number Nineteen (Revision)
(Pages 3, 91a, 91b, 91d-91e(1))

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

8-19-94
Date

CNET
Activity

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

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

J. B. GREENE, JR.
NAME

J B Greene Jr
Signature

ACTING
Title

22 AUG 1994
Date

WC

BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M.C. VOGT CAPT USN
NAME (Please type or print)

Signature

COMMANDER
Title

8/8/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

9 Aug 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

AMENDMENT TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

04 AUG 1994
Date

NAVAL AIR STATION PENSACOLA
Activity

NAS Pensacola UIC 00204
Station Revision of 8/11/94 Pgs. ~~91a-f~~ 91a, 91b, 91d-f

AMENDMENT TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT
NAME (Please type or print)

Signature

Commander
Title

11 Aug 94
Date

Training Air Wing SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training (ACTING)
Title

15 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

AMENDMENT TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

11 AUG 94
Date

NAVAL AIR STATION PENSACOLA
Activity

PAGES:
91-a R (8/11/94)
91-b R (8/11/94)
91-d R (8/11/94)
91-e R (8/11/94)
91-f R (8/11/94)

220

Command: **NAS Pensacola**

Data Call Number Nineteen
(Answers to BSAT Questions)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

Signature

CNET
Title

8-19-94
Date

CNET
Activity

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

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

J. B. GREENE, JR.
NAME

Signature

ACTING
Title

22 AUG 1994
Date

WC

Encl (6)

BRAC-95
NAS Pensacola UIC 00204 Capability to load munitions

BRAC-95 DATA CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT
NAME (Please type or print)

Signature

Commander
Title

8/8/94
Date

Training Air Wing SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training (ACTING)
Title

15 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 CERTIFICATION

Reference: SECNAVNOTE 11000 of 8 December 1993

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ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

5 AUG 1994
Date

NAVAL AIR STATION PENSACOLA
Activity

ANSWER TO CNATRA FACSIMILE OF 5 AUG 94

Question: Yes or no, can you load munitions on training aircraft at your installation?

Answer: Yes, Naval Air Station Pensacola can load munitions on training aircraft.

Encl (1)

Command: **NAS Pensacola**

Data Call Number Nineteen Revisions
(Pages 34, 34-a, 35, 35-a, 35-b, 49, 77, 77-a, and 82)

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	PE Tobin
NAME	Signature
Acting	06 SEP 1994
Title	Date
CNET	
Activity	

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

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

W. A. EARNER	WA Earner
NAME	Signature
	9/8/94
Title	Date

WC

Encl (3)

STATION REVISIONS OF 8/19/94, PGS 34,34A,35,35A,35B,49,77,77A

REVISION TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, USN
NAME (Please type or print)

Signature

Commander
Title

8/22/94
Date

Training Air Wing SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

24 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

Enc 2 (7)

REVISION TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

19 AUG 1994
Date

NAVAL AIR STATION PENSACOLA
Activity

PAGES:
34 R (8/19/94)
34-a R (8/19/94)
35 R (8/19/94)
35-a R (8/19/94)
35-b R (8/19/94)
49 ~~39~~ R (8/19/94)
77 R (8/19/94)
77-a R (8/19/94)
82 R (8/19/94)

226

Command: **NAS Pensacola**

Data Call Number Nineteen Revision
(Page 38)

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

TWWright
Signature

CNET
Title

9-23-94
Date

CNET
Activity

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

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)
W. A. EARNER

NAME

WAEarner
Signature

Title

10/5/94
Date

WC

Encl (3)

BRAC 95 DATA CALL 19
NAS PENSACOLA UIC 00204

CNATRA REVISION OF 9/9/94, PG 38

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

12 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

BRAC-95 CERTIFICATION

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

I. VELEZ
NAME (Please type or print)

Signature

LCDR/N334/ATC/AIRSPACE
Title

26 Oct 94
Date

N33
Division

N3
Department

CHIEF OF NAVAL AIR TRAINING
Activity

BRAC-95 DATA CALL NO. 19

NAS Pensacola REV 10/26/94

SECTION/PAGES REVIEWED ~~10-28~~ 10-26

BRAC 95 DATA CALL 19
NAS PENSACOLA UIC 00204
CNATRA REV OF 10/26/94 .PGS 10 THROUGH 26

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

Date

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)

Title

OPTIONAL FORM 99 (7-90)
FAX TRANSMITTAL

To STEVE BELCHER	# of pages ▶ 19
Dept./Agency BSAT	From
Fax #	Phone #
	Fax #

PART 3

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

Command: **NAS Pensacola**

Data Call Number Nineteen Revision
(Page 32)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

Signature

Acting
Title

10/12/94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

Signature

Title

10/21/94
Date

BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, U. S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

9/26/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

6 Oct 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, U. S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

9/26/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

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

AMENDMENT TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

9/23/94
Date

NAVAL AIR STATION PENSACOLA
Activity

Pages:
32 R (9/23/94)

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

228

11000
Ser 00R/861

07 NOV 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Pensacola

1. Reference (a) certified and forwarded 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 Pensacola**

Data Call Number Nineteen Revisions
(Pages 10-26, 77, 80, and 80-a)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

Signature

Acting
Title

11/7/94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

Signature

Title

11/15/94
Date

BRAC 95 DATA CALL 19
NAS PENSACOLA UIC 00204
STATION REV OF 10/19/94 PGS 77, 80, 80a

BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U. S. NAVY
NAME (Please type or print)

MCVogt
Signature

COMMANDER
Title

10/21/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

WBHayden
Signature

CHIEF OF NAVAL AIR TRAINING
Title

27 OCT 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

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)

WB Hayden
Signature

CHIEF OF NAVAL AIR TRAINING
Title

27 Oct 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

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

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DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

AMENDMENT TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

10/20/94
Date

NAVAL AIR STATION PENSACOLA
Activity

Pages:
77 R (10/19/94)
80 R (10/19/94)
80-a R (10/19/94)

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

228

11000
Ser 00R/034
10 Feb 95

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Page - NAS Pensacola

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C. R. GIMBEL
By direction

WC

Command: **NAS Pensacola**

Data Call Number Nineteen Revision
(Page 77AR)

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

2/10/95
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. EARNEST
NAME

W A Earnest
Signature

Title

2/17/95
Date

UIC: 00204

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

Naval Air Station Pensacola
Data Call 20

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

4 April, 1994

*Maps located in original folders

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

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

CLOSE HOLD

WC

Table of Contents

Mission Requirements

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training 4
B. Operational Squadron Support 7
C. Managed Training Areas 10
D. General Military Support 11
E. Other Support 14
F. Weather 15

Facilities

A. Air Space and Flight Training Areas 17
B. Airfields 35
C. Ground Training Facilities 41
D. Aircraft Maintenance Facilities 44
E. Special Military Facilities 45
F. Facility Support Arrangements for Other Services 48
G. Proximity to Operational Mission Areas 52
H. Proximity to Training Areas 53
I. Proximity to Other Support Facilities 54
J. Unique features 56

Future Requirements

A. Air Quality 57
B. Encroachment 58
C. Ability for Expansion 65

Manpower Implications

A. Quality of Life 69

ATTACHMENT B

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

sion Requirements

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function
	NONE

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation. SEE BRANCH MED. CLINIC ATTACHMENT B FOR ADDITIONAL DATA. CNATRA N6 5/18/94

Operational Unit/TDA	Training Function
CBU-402	Training functions are to keep construction and military skills current and to be prepared for Fleet Hospital support in a war time scenario.
NAMI	Student Flight Surgeons, AVT Tech, APT Tech.
USA 160th SOAR, FT Campbell, KY; 160th SOAR, Hunter AAF, Savanah, GA; 36th Medical Detachment, FT Polk, LA; 33rd Aviation Group, FT Rucker, AL	Provide initial small ship deck landing qualification and small deck landing currency requirements.
USMC Marine Aircraft Group 42, NAS Atlanta, GA	Provide initial small ship deck landing qualification and small deck landing currency requirements.
USAF 55th SOS, Hurlburt Field, FL	Provide initial small ship deck landing qualification and small deck landing currency requirements.
USCG ATC, Mobile, AL; Coast Guard Air Station, Clearwater, FL	Provide initial small ship deck landing qualification and small deck landing currency requirements.
CIVILIAN AEGIS Contract Pilots	Provide initial small ship deck landing qualification and small deck landing currency requirements.
Reserve Mobilization Training Unit MTU AL-5	Reserve training conducted one weekend per month utilizing MATSG Hdqtrs building.
NCTS Various Reserve Units	Active duty training for Data Processing rate and Radioman rate.
JOAP-TSC Army Material Command-LOGSA	Certification of Army Oil Lab Operators.

HEARD CNET N-4453 27 May

Mission Requirements

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function
	NONE

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

Operational Unit/TDA	Training Function
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USCG ATC, Mobile, AL; Coast Guard Air Station, Clearwater, FL	Provide initial small ship deck landing qualification and small deck landing currency requirements.
CIVILIAN AEGIS Contract Pilots	Provide initial small ship deck landing qualification and small deck landing currency requirements.
Reserve Mobilization Training Unit MTU AL-5	Reserve training conducted one weekend per month utilizing MATSG Hdqtrs building.
NCTS Various Reserve Units	Active duty training for Data Processing rate and Radioman rate.
JOAP-TSC Army Material Command-LOGSA	Certification of Army Oil Lab Operators.

DDPF-T Various Reserve	Logistics Support.
DPHSCOL Navy Reserve	Basic and Advanced Photography
DPHSCOL Air National Guard	Basic and Advanced Photography
DPHSCOL Civilians	Basic Photography

Operational Unit/TDA	Training Function
HURLBERT FLT 15TH SOS	BIMONTHLY SPEC FORCES TRAINING
HURLBERT FLT 20TH SOS	BIMONTHLY SPEC FORCES TRAINING
HURLBERT FLT 1ST SSOS	BIMONTHLY SPEC FORCES TRAINING
ARMY RANGER TRAINING BAT.	WEEKLY SURVIVAL TRAINING
263RD CCSQ	COMMUNICATIONS
16TH OG HURLBERT	NVG OPS
1ST OG	NVG OPS
VAW 120	FCLP
VF-124	ACM
VG-126	ACM
344TH AIR CALV.	FORT BRAGG SPEC OPS
VQ4	AIR TRAINING
160TH SOAR	SPEC OPS

sion Requirements

Training Other Than Undergraduate Pilot and NFO/Navigator Training (cont)

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, ~~etc.~~)

SEE BRANCH MED. CLINIC ATTACHMENT B FOR ADDITIONAL DATA. CNATRA N6 5/18/94

Forces	Location/ Distance	Type of Support	Frequency
Navy Seal Team	Pascagoula 115 nmi.	WX/low level wind	Quarterly
COOP Mine Unit 22	Pascagoula 115 nmi.	WX/tides/astro	Quarterly
Air Nat'l Guard	Local	WX/daily forecast	Semi
USCG	Various	LDO/CWO Water Survival Training	20/month Weekly
MERCMARIN	Bldg 633	DCO (2 classes/yr)	60/yr
NASA	Various	Water Survival Training	Weekly
USAF	Various	Water Survival Training	Weekly
USA	Various	Water Survival Training	Weekly
IMS	Various Bldg 633	Water Survival Training AMO	Monthly 8/yr
USAF	Pensacola	Joint Water Survival	Weekly
USMC	Pensacola	Joint Air Combat Training	Annually
US Govt	Gulf of Mexico	Port Services/PAX Transfer	4/qtr
USN/USAF	NW Florida	Cruise Missile React	As needed
DOD/DOT	Gulf of Mexico	Helicopter Landing Training	4/mo 2/mo

HEARD CNET N-443: 27 MAY

Mission Requirements

. Training Other Than Undergraduate Pilot and NFO/Navigator Training (cont)

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

Forces	Location/ Distance	Type of Support	Frequency
Navy Seal Team	Pascagoula 115 nmi.	WX/low level wind	Quarterly
COOP Mine Unit 22	Pascagoula 115 nmi.	WX/tides/astro	Quarterly
Air Nat'l Guard	Local	WX/daily forecast	Semi
USCG	Various	LDO/CWO Water Survival Training	20/month Weekly
MERCMARIN	Bldg 633	DCO (2 classes/yr)	60/yr
NASA	Various	Water Survival Training	Weekly
USAF	Various	Water Survival Training	Weekly
USA	Various	Water Survival Training	Weekly
IMS	Various Bldg 633	Water Survival Training AMO	Monthly 8/yr
USAF	Pensacola	Joint Water Survival	Weekly
USMC	Pensacola	Joint Air Combat Training	Annually
US Govt	Gulf of Mexico	Port Services/PAX Transfer	4/qtr
USN/USAF	NW Florida	Cruise Missile React	As needed
DOD/DOT	Gulf of Mexico	Helicopter Landing Training	4/mo 2/mo

Mission Requirements (cont.)

. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

Squadron Name	Aircraft Type(s)	Mission
NAS Pensacola	C-12	Transport Ops/Logistics
NAS Pensacola SAR Det	H-3	SAR 200 nmi. surrounding NAS Pensacola
~~VT-4~~	~~T-2~~	~~E2/C2 Advanced Pilot Training~~
~~VT-10~~	~~T-34/T-39~~	~~Primary/Intermediate NFO Training~~
~~VT-86~~	~~T-39/T-2~~	~~Advanced NFO Training~~
NAVFLIGHTDEMRON	F/A-18/C-130	Flight demonstration/Public awareness - Combat deployable

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

Service/Agency/ Custodian	Aircraft Type(s)	Mission
U.S. Army	H-60/OH-58	Support Water Survival.
USAF	H-3	Support Water Survival.
NADEP	H-53/H-60	Maintenance support for rework.
Naval Aviation Museum	Various	Restoration and display.

Mission Requirements (cont.)

3. Operational Squadron Support (cont.)

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

FY	Main Airfield		Auxiliary Field **OLF Choctaw**		Auxiliary Field **OLF Bronson**		Auxiliary Field **Chevalier Field**	
	No. Ops	No.[1] Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	97	237	1	237	90	237	6	237
1992	93	237	1	237	82	237	9	237
1993	84	237	1	237	57	200	11	237
1994[2]	45*	62	1	237	Closed	Closed		

*** HC-16 decommissioned Nov 93 and NADEP (Chevalier Field) being closed by BRAC 93, will become site for Aviation Schools when transferred from Millington, TN.**

FY	Main Airfield **(Blue Angels)**		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	10	133						
1992	10	128						
1993	9	129						
1994	6	8						

Include only days when the installation operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

Include FY 1994 data through 31 March 1994.

Mission Requirements (cont.)

3. Operational Squadron Support (cont.)

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

Type of Unit	Number of Units	Mission	Equipment Items
NONE			

Mission Requirements (cont.)

[redacted]. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

Managed Training Assets	Management Role
OLF Choctaw	Provide support personnel/equipment and manned control tower for CTW-5 and CTW-6 aircraft and other services as required.
OLF Bronson (Closed) Helo use only	Provide crash crew for helo use. Inside Sherman Field's airport traffic area (Class C airspace).
Chevalier Field (being closed by BRAC 93) NADEP helos only	Provide crash crew for helo use.
W-155 A & B	~~Scedule~~ SCHEDULE, provide radar, advisory and AIC manned control to participating aircraft.
Eagle Zulu 1 - 5	Schedule, provide radar and advisory control to participating aircraft.
Eagle Alpha & Bravo	Schedule.
South MOA	Schedule.

See 10a
SH
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N44331
5/11/94
2
CNATRANS

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

Asset	Installation	Reason for Consideration
All	None	Previous study completed by Martin Marietta "Teis Project" recognized NAS Pensacola as facility to take control of entire Gulf Coast and airspace over entire Gulf of Mexico. No other naval complexes or other service installations exists in the vicinity of Pensacola that can satisfy this requirement.
OLF CHOCTAW	NAS WHITING FLD	PROXIMITY
W-155 A+B	NAS WHITING FLD	PROXIMITY
ALL ATCAAs	NAS WHITING FLD	PROXIMITY
ALL MOAs	NAS WHITING FLD	PROXIMITY
R-2908	NAS WHITING FLD	PROXIMITY
OLF BRONSON	NAS WHITING FLD	PROXIMITY
CHEVALIER FIELD	NAS WHITING FLD	PROXIMITY

2
CNATRANS

2
CNATRANS

Mission Requirements (cont.)

E. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

Managed Training Assets	Management Role
OLF Choctaw	Provide support personnel/equipment and manned control tower for CTW-5 and CTW-6 aircraft and other services as required.
OLF Bronson (Closed) Helo use only	Provide crash crew for helo use. Inside Sherman Field's airport traffic area (Class C airspace).
Chevalier Field (being closed by BRAC 93) NADEP helos only	Provide crash crew for helo use.
W-155 A & B	Scedule, provide radar, advisory and AIC manned control to participating aircraft.
Eagle Zulu 1 - 5	Schedule, provide radar and advisory control to participating aircraft.
Eagle Golf 1 & 2	*Provide radar and advisory control to participating units.*
Eagle Alpha & Bravo	Schedule.
South MOA	Schedule.

SH
CNET
N44331
5/11/94

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

Asset	Installation	Reason for Consideration
All	None	Previous study completed by Martin Marietta "Teis Project" recognized NAS Pensacola as facility to take control of entire Gulf Coast and airspace over entire Gulf of Mexico. No other naval complexes or other service installations exists in the vicinity of Pensacola that can satisfy this requirement.

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N44331
5/11/94

Mission Requirements (cont.)

D. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

YES

No. ~~The air station does not support any joint services air operations at this time.~~ ~~The air station has the capabilities and facilities to assist/support joint service missions.~~ CNATRAN

NAS PENSACOLA OCCASIONALLY USES ITS ASR-8 RATCF DAIR AND ASSOCIATED RADAR SCOPES IN SUPPORT OF COUNTER-NARCOTICS AIR OPERATIONS.

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
N/A		

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations. *** EQUIPMENT THAT COULD BE AVAILABLE IF NEEDED.**

Equipment/Facility	Function
Helicopter Landing Trainer (IX 514)	Provide initial small deck landing qualification and small deck landing currency requirements.
ASR-8	Radar coverage for off-shore SUA and surveillance approaches at home field.
FPN-63	PAR approaches at home field.

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain. YES. 1. AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY 2. UNDER SCATANA, A PLAN EXISTS TO DEACTIVATE NAVIGATIONAL AIDS. CNATRAN3

~~No. NAS Pensacola is assigned duties by Chief of Naval Air Training and as such all missions are specifically designated as training missions. All other support functions are in direct support of training only~~.

Mission Requirements (cont.)

D. General Military Support (cont.)

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

The Radar Air Traffic Control Center/Fleet Area Control and Surveillance Facility (RATCF/FACSFAC) is a class VB joint control facility, as defined by NAVAIR 00-80t-114, and houses a radar air traffic control facility providing airport traffic control and low-approach landing services with full pattern control; and the Navy Tactical Data System/Advanced Combat Direction System (NTDS/ACDS) equipment and personnel to provide a variety of services to air, surface and subsurface units. These services are provided to both military and civilian users and include radar surveillance and various forms of air traffic control in warning and other special use airspace areas. Other services include surface operating area management, ground controlled intercept, operating are scheduling and range control.

4. Describe the role this installation plays in any logistics support and mobilization plan.

NAS Pensacola's peacetime mission is to provide quality support to naval air training, tenants, and other customers through continuous improvement in quality of life, workforce, environment, and public image. Under a warfare scenario, there are no changes to NAS Pensacola's mission but intensity of support will increase. Flight training lead time necessary to produce a Pilot or Naval Flight Officer (NFO) is not compatible with the duriation of the warfare scenario. Per DOD guidance, there will be no additional aircraft made available for the projected 180-day scenario. Thus, the planned number of student pilots and NFO's entering the active inventory represent only a slight surge or increase in the peacetime projection. This may result in an increased workweek. Major command will monitor/coordinate and develop additional amplifying guidance, as required, for functional command and it's activities.

CBU-402: Mobilization plan to deploy and suport a Fleet Hospital in a war time scenario.

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

CBU-402: Provide logistic support to Reserve Seabee Units when they deploy to NAS Pensacola.
NAMI: Support OCS for physical examinations.
JOAP-TSC: Produces for the Federal Supply System calibration standards for all DOD Oil Laboratory Oil Analysis sectronometers (300 instruments). Manages monthly correlation testing of all DOD laboratories (250) and 19 allied country laboratories. Navy Oil Analysis Laboratory, under the supervision of the JOAP-TSC, provides regional oil analysis support to local aviation activities including CNATRA, NADEP, and Coast Guard units.
AIR OPS: Two C-12B aircraft provide air transport operations as scheduled by the Naval Air Logistics Office (NALO).
Helicopter Landing Trainer currently providing an "at-sea landing" training for USA and USAF special operations forces and USCG. This one of a kind vessel is homeported at NAS Pensacola.

Mission Requirements (cont.)

D. General Military Support (cont.)

6. Are any new military missions planned for this installation?

MATSG: Absorption of MATSG-90, Millington, TN; projected FY 97.

NLMOD: Will be upgraded to a METOC Facility Aug 94. The OIC billet will be upgraded to an O-5 Commanding Officer position, and an additional 8 military and 3 additional civilian (GS-5 through GS-10) will be added. The METOC Facility will have administrative responsibility over 11 METOC Detachments with an expected budget of 1.5 million (+).

DPSDO: New expansion of services in line with new tenants and increased work.

DENTAL: BRAC 93 decision to relocate components from NAS Memphis to NAS Pensacola requires an increase and/or addition to the Branch Dental Clinic. An additional 12 Dentists with supporting facilities are required to meet the workload of the projected population.

NCTS: Selected as the DON source to perform evaluation and verification of all telecommunications requirements at each site selected to receive new Navy mission areas as a result of BRAC consolidation decisions. Oversees the regionalization of Activities providing telephone service (APTS) functions for the entire southern region of CONUS, scheduled to assume operational responsibility for APTS functions at Pensacola, Pascagoula, and Memphis during FY95. Designated to coordinate and provide technical assistance in upgrading all telecommunications facilities on Navy bases identified in Maine, Mississippi, and Puerto Rico in FY95. Has become the DON telecommunications site for: NAVNET Customer Service Center; NAVNET Network Control Center; Navy Tactical Network Control Center; Navy Tactical Network Logistics Support Center. Serving as the Consolidated Navy Video Teleconferencing Enterprise (CNVTE) Navy Frame Relay supporting Navy Systems Command and DOD subscribers. Designated as one of three DON Message Distribution Terminal (MTD) Hub sites on the Gulf Coast and serves as relay point for Defense Message System (DMS) messages. Has oversight responsibility for MDT Hub site in Corpus Christi, TX. Serves as regional coordinator for Gateguard technology. Although currently geographically serving Pensacola, Whiting Field, and Mississippi, NTCC Pensacola will gain message processing responsibility for the Coast Guard, Navy and Government Agency commands located in Miami, Elizabeth City, DC, and Panama City, FL.

NASC: Yes. The Air Force 17th Combat Training Squadron will be relocating to NAS Pensacola to combine their water survival training program with NAVAVSCOLSCOM's program. USCG will add 200/year students to LDO/CWO Indoc CWO2.

JOAP-TSC: Increase staffing by 50 percent (to 27 personnel) by expanding responsibilities in data analysis, maintenance support, and program management.

FISC: Recommended to NAVSUP for temporary FISC Det Jacksonville at NAS Pensacola for FOSCO (Foreign Officer) Training for FY96 (not approved yet).

DPHSCOL: Sceduled to move to FT. Meade, MD in 1997.

BRAC 93 fall out includes the migration of Naval Aviation Technical Training Center; Naval Aviation Maintenance Group; Marine Aviation Training Support Group-90; USAF Detachment; and USA Detachment from Memphis, TN to NAS Pensacola in FY 96.

SEE ADDITIONAL ATTACHMENTS 13a-c

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N44331
5/11/94

Mission Requirements (cont.)

. General Military Support (cont.)

6. Are any new military missions planned for this installation?

MATSG: Absorption of MATSG-90, Millington, TN; projected FY 97.

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SEE ADDITIONAL ATTACHMENTS (13a-c)

DEPARTMENT OF THE NAVY
PERSONNEL SUPPORT ACTIVITY
431 SAUFLEY ST
PENSACOLA FL 32508-5203

11000
Ser 30/- 263
11 APR 1994

From: Commanding Officer, Personnel Support Activity, Pensacola
To: Commanding Officer, Naval Air Station, Pensacola

Subj: BRAC 95 DATA CALLS 2 AND 3

Ref: (a) NAS Pensacola FL 071235Z APR 94

1. In response to reference (a), the following information is provided:

a. As a result of PASS consolidation under two major claimants, Personnel Support Activity (PSA), Pensacola is scheduled for disestablishment 1 October 1994 and Personnel Support Activity Detachment (PSD) Pensacola will be realigned under the command of PSA Jacksonville.

b. As a result of BRAC 93 decision, customer loading will increase at PERSUPPDET Pensacola with the relocation of Memphis training commands to Pensacola. Latest information lists approximately 2045 officer/enlisted/civilian from relocating commands and an average student on board count of 4200 beginning in FY96/97.

c. The consolidation of the OCS/AOCS curriculum at NAS Pensacola in April 1994 will increase the customer base of the PSD by approximately 300 students annually.

2. PERSUPPACT Pensacola POC: LCDR M. Jackson, COMM: (904) 452-2221.

R. L. JAMES

Memo

TO: LCDR Dave Edwards

FROM: Thomas R. Carpenter, Director DIPC

DATE: April 11, 1994

SUBJECT: BRAC 95 DATA CALLS 2 AND 3

Defense Information Processing Center, Pensacola, was recently established as a result of DoD data center consolidations in accordance with DMRD 918 and the BRAC 93 requirements. We were formerly the Data Processing Installation Department of Naval Computer and Telecommunications Station, Pensacola. Our new headquarters activity is Defense Information Services Organization in Denver, CO.

As a separate activity on base, and due to our mainframe workload being scheduled to migrate to megacenters, our mission will change and the functions we will be performing will reflect more of a storefront operation. DISO intends to maintain this type presence for local Commanders support and megacenter interface beyond 1996, which is the BRAC disestablishment date for this activity.

The following functions will be included in our new mission:

1. Remote Job Entry and Output Distribution
2. Local Area Network (LAN) Installation, Management, and Operations
3. Unique Systems Operations (i.e. TANDEM minicomputers)
4. Personal Computer Repair and Maintenance
5. Multimedia Support
   - AUTOCAD Facilities Management Support
   - Video Graphics Presentation Support (for officers conferences, change of commands, retirement ceremonies, etc.)

If you have any questions on this input, please call my point of contact, Mrs. Marie Giles, 2-3501, extension 5354.

DEPARTMENT OF THE NAVY
NAVY PUBLIC WORKS CENTER
310 JOHN TOWER ROAD
PENSACOLA, FLORIDA 32508-5303

IN REPLY REFER TO:

11000
Code 50

11 Apr 94

From: Commanding Officer, Public Works Center, Pensacola
To: Commanding Officer, Naval Air Station, Pensacola

Subj: BRAC 95 DATA CALLS 2 AND 3

Ref: (a) NAS Pensacola FL 071235Z Apr 94

1. The following is provided in response to reference (a):

NPWC Pensacola will provide facilities engineering support services for the Naval Air Technical Training Center (NATTC) that was relocated to NAS Pensacola as a result of BRAC 93 actions. Approximately 2.1 million square feet of new construction, and renovations of .38 million square feet of existing facilities will occur from FY94 through FY97 to provide training, berthing, messing, and recreational facilities for the new NATTC. Operational support provided by NPWC Pensacola for this new mission will include planning and engineering support; maintenance, repair and construction of real property; transportation support; utilities support, hazardous waste management and disposal; family housing and housing referral services; facilities service contract support; and construction contract support.

2. My point of contact for this issue is LCDR Bob Raines at 452-4332.

J. S. SPORE III

'ssion Requirements (cont.)

2. Other Support

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

DPO: NAS Pensacola's airfield and support departments enable manpower and equipment to be evacuated in the event of natural or man-made disasters. Local evaucation of military personnel and dependents occupying on-base housing in the event of any disaster is also delineated in NAS Pensacola OPLAN 1-94.

AIR OPS: NAS Pensacola provides SAR for the Pensacola training complex including Training Wing 6 and NAS Whiting Field Training Wing 5. SAR coverage is 24 hours a day, 7 days a week with a 15 minute notice. As directed by the Commanding Officer, SAR may also be provided to the civilian community.

SEE BRANCH MED. CLINIC ATTACHMENT B FOR ADDITIONAL DATA. CNATRA N6 5/18/94

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

Yes. Support is provided in the form of Flight Forecasts, Terminal Aerodrome Weather, Weather Warnings, Climatology, Fleet Liaison Services, and other environmental requirements on an "as ·eded" basis. WEATHER SUPPORT IS PROVIDED TO TRAWING SIX OPERATIONS.

CNATRAN3

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

A State of Florida sponsored "boot camp" for juvenile offenders will open in the late spring or early summer 1994 timeframe. It will provide strict military discipline, education, and counseling for 30 youths at a time, initially, and expand over the next 2 years to ascomodate 60 juvenile offenders. Permanent living quarters, classroom, and administrative spaces are in final stages of construction. It should be noted that this program is being funded by the State of Florida.

BOOT CAMP AND ASSOCIATED CONSTRUCTION HAS BEN CANCELLED

APN
N-353
CNET
31 MAY 94

Mission Requirements (cont.)

E. Other Support

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

DPO: NAS Pensacola's airfield and support departments enable manpower and equipment to be evacuated in the event of natural or man-made disasters. Local evaucation of military personnel and dependents occupying on-base housing in the event of any disaster is also delineated in NAS Pensacola OPLAN 1-94.

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2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

Yes. Support is provided in the form of Flight Forecasts, Terminal Aerodrome Weather, Weather Warnings, Climatology, Fleet Liaison Services, and other environmental requirements on an "as needed" basis. WEATHER SUPPORT IS PROVIDED TO TRAWING SIX OPERATIONS.

CNATRAN3

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

A State of Florida sponsored "boot camp" for juvenile offenders will open in the late spring or early summer 1994 timeframe. It will provide strict military discipline, education, and counseling for 30 youths at a time, initially, and expand over the next 2 years to accomodate 60 juvenile offenders. Permanent living quarters, classroom, and administrative spaces are in final stages of construction. It should be noted that this program is being funded by the State of Florida.

Mission Requirements (cont.)

. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: SHERMAN FIELD

Month	% of Hours[3] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	~~20~~ 80	~~80~~ 20	11	16
Feb.	~~19~~ 81	~~81~~ 19	10	5
Mar.	~~20~~ 80	~~80~~ 20	12	19
Apr.	~~16~~ 84	~~84~~ 16	7	4
May	~~8~~ 92	~~92~~ 8	2	5
June	~~4~~ 96	~~96~~ 4	1	6
July	~~3~~ 97	~~97~~ 3	*	7
Aug.	~~4~~ 96	~~96~~ 4	*	5
Sept.	~~5~~ 95	~~95~~ 5	1	14
Oct.	~~6~~ 94	~~94~~ 6	2	2
Nov.	~~11~~ 89	~~89~~ 11	5	5
Dec.	~~17~~ 83	~~83~~ 17	9	21

*** Less than 1 percent.**

NORMAL OPERATING HOURS
0600 – 2400 M-F
0800 – 1000 S-S
TRAINING NORMALLY M-F.

SH (HERTEL)
CNET N44331
5/11/94

CNATRA N3

Percentage of total normal operating hours that specified weather conditions were observed (include list normal operating hours used for this calculation).

CNATRANS

Blue Angels

Month	% of Hours[4] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	0	0	0	0
Feb.	0	0	0	0
Mar.	0	0	0	0
Apr.	95	5	3	14
May	95	5	3	14
June	95	5	3	0
July	95	5	3	0
Aug.	95	5	3	0
Sept.	95	5	3	0
Oct.	95	5	3	0
Nov.	95	5	3	0
Dec.	85	15	7	23

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

CNATRANS

~~**Blue Angels: Weather not planned for in scheduling.**~~

CTW-6: VT-4 Advanced E2/C2 T-2 = 13%; VT-10 Primary and Intermediate NFO T-34 = 22% / T-39 = 7%; VT-86 Advanced NFO RIO T-39 = 4% / TN T-39 = 10% / OJN T-39 = 4% / T-2 = 14%

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of the year?

Blue Angels: No. Yes. Yes.

CTW-6: ~~**Yes, weather during the months of December, January and February may preclude low level flights along military training routes from being completed.**~~

NO

CNATRANS

Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Facilities

. Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

No

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

No

a. If scheduling problems are encountered, list all reasons.

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit?

No

a. If yes, state all reasons.

Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of w level routes used by your unit?

No

a. If yes, list all changes.

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

See Pages 17 (a) and 17 (b)

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.

Not applicable

Facilities (cont.)

. Airspace and Flight Training Areas (cont.)

5. (cont.)

Area: **Warning Area 155a**
Dimensions: **2,309 square nm, SURF-FL 600**
Controlling Agency: **FAA, ARTCC Jacksonville, FL**
Using Agency: **Commander, TRAWING-SIX NAS Pensacola, FL**
Airspace Scheduled 1993: **1,795**
Airspace Used 1993: **1,345**

Area: **Warning Area 155b**
Dimensions: **2,746 square nm, SURF-FL 600**
Controlling Agency: **FAA, ARTCC Jacksonville, FL**
Using Agency: **Commander, TRAWING-SIX NAS Pensacola, FL**
Airspace Scheduled 1993: **1,468**
Airspace Used 1993: **1,109**

Area: **Warning Area 453**
Dimensions: **1,205 square nm, SURF-FL 3000**
Controlling Agency: **FAA, Houston ARTCC**
Using Agency: **Commander, Air National Guard Training Site**
Airspace Scheduled 1993: **3,500**
Airspace Used 1993: **3,500**

Area: **Alert Area 292**
Dimensions: **TW-5 to answer square nm, within federal airways, SURF-FL 17,500**
Controlling Agency: **N/A**
Using Agency: **Commander, TRAWING-FIVE**
Airspace Scheduled 1993: **TW-5 to answer**
Airspace Used 1993: **TW-5 to answer**

Area: **Restricted Area 2908**
Dimensions: **75 square nm, SURF-FL 12,000**
Controlling Agency: **FAA, Pensacola RATCF**
Using Agency: **Commander, TRAWING-SIX NAS Pensacola, FL**
Airspace Scheduled 1993: **8 hours**
Airspace Used 1993: **8 hours**

Area: **Military Operating Area Pensacola South**
Dimensions: **1,196 square nm, 10,000' - FL 180**
Controlling Agency: **FAA, Pensacola RATCF**
Using Agency: **Commander, TRAWING-SIX NAS Pensacola, FL**
Airspace Scheduled 1993: **1,632**
Airspace Used 1993: **1,296**

Area: **Military Operating Area Pensacola North**
Dimensions: **1,209 square nm, 10,000' - FL 180**
Controlling Agency: **FAA, Pensacola RATCF**
Using Agency: **Commander, TRAWING-FIVE, NAS Whiting Field, Milton, FL**
Airspace Scheduled 1993: **TW-5 to answer**
Airspace Used 1993: **TW-5 to answer**

Facilities (cont.)

. Airspace and Flight Training Areas (cont.)

5. (cont.)

NAS Pensacola also schedules the following low level (10,000' and below) military training routes:

Routes	Routes
VR1020	VR1021
VR1022	VR1023
VR1024	IR-021
IR-022	IR-037
IR-038	IR-040
IR-077	IR-078
IR-079	IR-080
IR-081	IR-082
IR-083	IR-608
IR-723	

Hours of Operations for all IR/VR Routes is 0700-2300 local.

OTE[1]: Information provided from data collected in 1993 only. Data for 1990 through 1992 was not collected and is unavailable.

Facilities (cont.)

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

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

   a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **No**
      - What is the status of each environmental analysis and supplement?
      - Were there any problems associated with the analysis?
      - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.
   b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? **No**
      - List those documented in Flight Information Publication (FLIP) and those you have concerns about.
      - Do any of these NSAs affect or threaten the quality of training or mission?
   c. Are there any known civilian/commercial encroachments with each piece of airspace? **No**
      - List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)
   d. Are there any planned expansions to your special use airspace? **No**
      (Include new airspace proposals)
      - Explain proposal and give status (to include community reactions)
      - What was the primary rationale supporting expansion?
   e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.) **Hours of operations and altitude restriction are delineated in question 5. Other operational limitations are specified by class of special use airspace.**
   f. What is the published availability of each airspace?
      - How many hours (average per year for 1990 thru 1993) was the airspace scheduled?
      - How many hours were actually used (average per year for 1990 thru 1993, total of all users)? **Refer to Question 5 for above three questions.**
      - State reasons for difference between scheduled and actually used. **Weather conditions, aircraft availability, and flight student loading.**
   g. Is it possible to increase utilization of the airspace? **Yes**
   h. Can it be expanded in volume and/or hours of use? **Yes**
   i. Describe the volume or area of the airspace. **Airspace dimensions and altitudes are discussed in Question 5.**
   j. What percentage of the airspace is usable? **100%***

* THEORETICALLY, THE ENTIRE AIRSPACE IS USABLE. IN PRACTICE, SMALL QUANTITIES ARE NOT USED DUE TO PROXIMITY TO OTHER AREAS, LACK OF GROUND REFERENCES, LACK OF SUITABLE NAVAIDS, ETC.

C NATPLANS

Facilities (cont.)

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

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible? **Physical expansion of SUA - No, but utilization of existing SUA could double based upon historical data.**

- If yes, give an estimate of the percentage of increase and rationale for your estimate

b. Will current access remain the same (status quo)? **Yes**

c. Are reductions expected? **No**
- If yes, give an estimate of the percentage of decrease and rationale for your estimate

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)

Blue Angels: No **AIR OPS: Yes** **CTW-6: Yes**

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)

AIR OPS/CTW-6: Yes - Carrier Qualifications - no ship operating in the Gulf of Mexico
Blue Angels: Yes

- If not, what degradation is experienced? Explain/identify

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? **No**

b. Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the installation.

AIR OPS: VFR Sectional Charts on order. Will provide with needed information as soon as possible. Have provided with Data Call 3.

c. Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? **No**
(In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.
- Describe the impact.

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: **SEE PAGES 21 - 29**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft)
c. Distance from main airfield
d. Time en route from main airfield
e. Controlling agency
f. Scheduling agency
g. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage?
   - If so who provides the coverage?
i. Is the airspace under communications coverage?
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
m. Total number of available hours in FY 1990 thru 1993
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
o. Total number of hours used
   - By your service
   - By other services (including reserves and national guard)
p. Types of training permitted

1. **W-155A**
   a. Warning Area.
   b. 2,309 Square miles. SURF-FL600
   c. 30 miles.
   d. 10 minutes.
   e. FAA, ARTCC Jacksonville, FL.
   f. FACSFAC Pensacola, FL.
   g. No.
   h. Yes. FACSFAC Pensacola
   i. Yes. Pensacola (FACSFAC)
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	7,903	9698	7794	N/A
-by Navy	4,741	6788	4942	N/A
-by other services	3,162	2910	2852	N/A
m. 365 days/24 hours - 8760 hours per year				
n. Total -	1,795	N/A	N/A	N/A
-by Navy	986	N/A	N/A	N/A
-other services	809	N/A	N/A	N/A
o. Total -	1,345	N/A	N/A	N/A
-by Navy	739	N/A	N/A	N/A
-by other services	606	N/A	N/A	N/A

   p. Air combat maneuvers, Basic flight maneuvers, Radar intercepts, Familiarization flights.

1. **W-155B**
   a. Warning Area.
   b. 2,746 Square miles. SURF - FL600
   c. 50 miles.
   d. 13 minutes.
   e. FAA, ARTCC Jacksonville, FL.
   f. FACSFAC Pensacola, FL.
   g. No.
   h. Yes. FACSFAC Pensacola
   i. Yes.
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	6,466.	N/A	N/A	N/A
-by Navy	3,880.	N/A	N/A	N/A
-by other services	2,586.	N/A	N/A	N/A
m. 365 days/24 hours - 8760 hrs/yr				
n. Total -	1,468	N/A	N/A	N/A
-by Navy	808	N/A	N/A	N/A
-other services	660	N/A	N/A	N/A

   o. 1,109 hours
      -by Navy 609 hours.
      -by other services 500 hours.
   p. Air combat maneuvers, Basic flight maneuvers, Radar intercepts, Familiarization flights.

Prior to FY93 hours scheduled/used were not recorded for Warning Area 155A/B nor was sorties kept separate for "Alpha and Bravo" areas.

1. **Pensacola South Military Operating Area**
   a. Military Operating Area.
   b. 1,196 Square miles. 10000 – FL180
   c. 0 miles.
   d. 5 minutes.
   e. Pensacola ATC Tower.
   f. COMTRAWING SIX.
   g. No.
   h. Yes. } Pensacola ATC Tower
   i. Yes. }
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	1,632	1,893	2,867	2,811
-by Navy	1,632	N/A	N/A	N/A
-by other services	0	N/A	N/A	N/A

m. SR-0600Z++ MON-SAT - 313 DAYS/18 HOURS = 5634 HOURS PER YEAR

n. Total -	1,632	4,445	6,570	5,616
-by Navy	1,632	N/A	N/A	N/A
-by other services	0	N/A	N/A	N/A
o. Total -	1,296	4,445	6,498	4,680
-by Navy	1,296	N/A	N/A	N/A
-by other services	0	N/A	N/A	N/A

p. Progressive spins, Basic instruments, VFR training, Air combat training, formation training, NATOPS training.

1. **Pensacola North Military Operating Area**
   a. Military Operating Area.
   b. 1,209 Square miles. 10000 – FL180
   c. 30 miles.
   d. 10 minutes.
   e. FAA, ARTCC Jacksonville, FL.
   f. COMTRAWING ~~SIX~~ FIVE
   g. No.
   h. Yes. } FAA ARTCC JAX
   i. Yes. }
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	4,555	N/A	4,377	6,211
-by Navy	N/A	N/A	N/A	N/A
-by other services	N/A	N/A	N/A	N/A

m. DAYS MON-SAT - 313 DAYS/12HOURS = 3756 HOURS PER YEAR

n. Total -	5,478	N/A	4,267	4,253
-by Navy	N/A	N/A	N/A	N/A
-by other services	N/A	N/A	N/A	N/A
o. Total -	N/A	N/A	N/A	N/A
-by Navy	N/A	N/A	N/A	N/A
-by other services	N/A	N/A	N/A	N/A

p. Progressive spins, Basic instruments, VFR training, formation training, NATOPS training.

W-453

a. Warning Area.
b. 1,205 Square miles. SURF - FL500
c. 40 miles.
d. 13 minutes.
e. FAA, ARTCC Houston, TX.
f. ANG Trng, Gulfport, MS.
g. No.
h. Yes. FAA ARTCC Houston TX
i. Yes.
j. None.
k. None.

SH CNET N44331 5/12/94

	FY93	FY92	FY91	FY90
l. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A
m. 365 days/24 hours - 8760 hours per year				
n. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by Other services	3,125	N/A	N/A	N/A
o. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A

p. ~~Awaiting data from ANG Gulfport.~~ IR/VR Routes

Reynolds, JTR code 110, NASP 9-12-94

l. **Eagle Gulf One**

a. Air Traffic Controlled Assigned Airspace.
b. 864 Square miles. 2000 - FL500
c. 60 miles.
d. 15 minutes.
e. FAA, ARTCC Houston, TX.
f. ANG Trng, Gulfport, MS.
g. No.
h. Yes. FAA ARTCC Houston TX
i. Yes.
j. None.
k. None.

SH CNET N44331 5/12/94

	FY93	FY92	FY91	FY90
l. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A
m. 365 days/24 hours - 8760 hours per year				
n. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by Other services	3,125	N/A	N/A	N/A
o. Total -	3,500	N/A	N/A	N/A
-by Navy	375	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A

p. ~~Awaiting data from ANG Gulfport~~ IR/VR Routes

Reynolds, JTR code 110, NASP 9-12-94

Eagle Gulf Two

a. Air Traffic Controlled Assigned Airspace.
b. 2,132 Square miles. SURF -FL500
c. 80 miles.
d. 20 minutes.
e. FAA, ARTCC Houston, TX.
f. ANG Trng, Gulfport, MS.
g. No.
h. Yes. } FAA ARTCC Houston TX
i. Yes.
j. None.
k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	3,500	N/A	N/A	N/A
-by Navy	350	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A
m. 365 days/24 hours - 8760 hours per year				
n. Total -	3,500	N/A	N/A	N/A
-by Navy	350	N/A	N/A	N/A
-by Other services	3,125	N/A	N/A	N/A
o. Total -	3,500	N/A	N/A	N/A
-by Navy	350	N/A	N/A	N/A
-by other services	3,125	N/A	N/A	N/A

p. ~~Awaiting data from ANG Gulfport.~~ IR/VR Routes

Reynolds, 202
code 110, NASP
9-12-94

l. **R-2908**

a. Restricted Area.
b. 75 Square miles. 2000 FL 500
c. 25 miles.
d. 6 minutes.
e. Pensacola RATCF.
f. Commander, Training Air Wing Six.
g. No.
h. Yes. } Pensacola ATC Tower
i. Yes.
j. None.
k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	11	268	210	184
-by Navy	11	268	210	184
-by other services	0	0	0	0
m. 365 days/24 hours - 8760 hours per year				
n. Total -	8	72	76	120
-by Navy	8	72	76	120
-by other services	0	0	0	0
o. Total -	8	68	38	120
-by Navy	8	68	38	120
-by other services	0	0	0	0

p. Basic flight maneuvers and Aerial acrobatics.

1. **IR-021**
   a. Instrument Flight Route.
   b. N/A
   c. 28 miles.
   d. 7 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes. - FAA ARTCC Jacksonville FL
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	32	18	10	16
-by Navy	28	N/A	N/A	N/A
-by other services	4	N/A	N/A	N/A

m. 1200-0400Z++ MON-FRI - 261 DAYS/16 HOURS = 4176 HOURS PER YEAR

n. Total -	16	9	5	8
-by Navy	14	N/A	N/A	N/A
-by other services	2	N/A	N/A	N/A
o. Total -	16	9	5	8
-by Navy	14	N/A	N/A	N/A
-by other services	2	N/A	N/A	N/A

p. Instrument flight training, point to point navigation, and Radar Navigation Training.

1. **IR-037**
   a. Instrument Flight Route.
   b. N/A
   c. 67 miles.
   d. 17 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.— FAA ARTCC Houston TX
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total	183	233	227	309
-by Navy	175	N/A	N/A	N/A
-by other services	8	N/A	N/A	N/A

m. 1200-0400Z++ MON-FRI - 261 DAYS/16 HOURS = 4176 HOURS PER YEAR

n. Total -	92	117	114	155
-by Navy	88	N/A	N/A	N/A
-by other services	4	N/A	N/A	N/A
o. Total -	16	N/A	N/A	N/A
-by Navy	12	N/A	N/A	N/A
-by other services	4	N/A	N/A	N/A

p. Instrument flight training, point to point navigation, and Radar Navigation Training.

1. **IR-038**
   a. Instrument Flight Route.
   b. N/A
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.— FAA ARTCC Houston TX
   j. None.
   k. None.

SH
CNET
N4331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	3	0	2	0
-by Navy	3	0	N/A	0
-by other services	0	0	N/A	0

m. SR-SS MON-FRI - 261 DAYS/12 HOURS = 3132 HOURS PER YEAR

n. Total -	3	0	2	0
-by Navy	3	0	N/A	0
-by other services	0	0	N/A	0
o. Total -	3	0	2	0
-by Navy	3	0	N/A	0
-by other services	0	0	N/A	0

p. Instrument flight training, point to point navigation, and Radar Navigation Training.

1. **IR-040**
   a. Instrument Flight Route.
   b. N/A
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.— FAA ART Houston TX
   j. None.
   k. None.

SH
CNET
N4331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	167	262	176	285
-by Navy	161	N/A	N/A	N/A
-by other services	6	N/A	N/A	N/A

m. 1200-0400Z++ MON-FRI - 261 DAYS/16 HOURS = 4176 HOURS PER YEAR

n. Total -	83	131	88	143
-by Navy	80	N/A	N/A	N/A
-by other services	3	N/A	N/A	N/A
o. Total -	83	131	88	143
-by Navy	80	N/A	N/A	N/A
-by other services	3	N/A	N/A	N/A

p. Instrument flight training, point to point navigation, and Radar Navigation Training.

1. **VR-1020**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 14 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes. — FAA Mobile FSS
   j. None.
   k. None.

SH N44331 CWET 5/12/94

	FY93	FY92	FY91	FY90
l. Total -	448	291	393	429
-by Navy	424	N/A	N/A	N/A
-by other services	24	N/A	N/A	N/A
m. 1200-0400Z++ MON-FRI - 261 DAYS/16 HOURS = 4176 HOURS PER YEAR				
n. Total -	224	146	197	215
-by Navy	212	N/A	N/A	N/A
-by other services	12	N/A	N/A	N/A
o. Total -	16	146	197	215
-by Navy	212	N/A	N/A	N/A
-by other services	12	N/A	N/A	N/A

   p. Visual Navigation training and point to point navigation.

1. **VR-1021**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 14 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes. — FAA Mobile FSS
   j. None.
   k. None.

SH CWET N44331 5/12/94

	FY93	FY92	FY91	FY90
l. Total -	802	894	566	744
-by Navy	780	N/A	N/A	N/A
-by other services	22	N/A	N/A	N/A
m. 1200-0400Z++ MON-FRI - 261 DAYS/16 HOURS = 4176 HOURS PER YEAR				
n. Total -	401	894	566	744
-by Navy	390	N/A	N/A	N/A
-by other services	11	N/A	N/A	N/A
o. Total -	401	894	566	744
-by Navy	390	N/A	N/A	N/A
-by other services	11	N/A	N/A	N/A

   p. Visual Navigation training and point to point navigation.

Facilities

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

1. **VR-1020**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 14 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 448.
      -by Navy 424.
      -by other services 24.
   m. <1%
   n. 5,840 hours.
   o. 224 hours.
      -by Navy 212 hours.
      -by other services 12 hours.
   p. 16 hours.
      -by Navy 212 hours.
      -by other services 12 hours.
   q. Visual Navigation training and point to point navigation.

1. **VR-1021**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 14 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 802.
      -by Navy 780.
      -by other services 22.
   m. -1.8%
   n. 5,840 hours.
   o. 401 hours.
      -by Navy 390 hours.
      -by other services 11 hours.
   p. 16 hours.
      -by Navy 390 hours.
      -by other services 11 hours.
   q. Visual Navigation training and point to point navigation.

1. **VR-1022**
   a. Visual Flight Route.
   b. N/A
   c. 75 miles.
   d. 19 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes. – FAA Mobile FSS
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	371	294	340	464
-by Navy	357	N/A	N/A	N/A
-by other services	14	N/A	N/A	N/A

m. 1200-0400Z++ MON-FRI - 261 DAYS/16 HOURS = 4176 HOURS PER YEAR

n. Total -	186	147	170	232
-by Navy	179	N/A	N/A	N/A
-by other services	7	N/A	N/A	N/A
o. Total -	186	147	170	232
-by Navy	179	N/A	N/A	N/A
-by other services	7	N/A	N/A	N/A

p. Visual Navigation training and point to point navigation.

1. **VR-1023**
   a. Visual Flight Route.
   b. N/A
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes. – FAA Mobile FSS
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	392	329	353	553
-by Navy	380	N/A	N/A	N/A
-by other services	12	N/A	N/A	N/A

m. 1200-0400Z++ MON-FRI - 261 DAYS/16 HOURS = 4176 HOURS PER YEAR

n. Total -	196	165	177	277
-by Navy	190	N/A	N/A	N/A
-by other services	6	N/A	N/A	N/A
o. Total -	196	165	177	277
-by Navy	190	N/A	N/A	N/A
-by other services	6	N/A	N/A	N/A

p. Visual Navigaton training and point to point navigation.

Facilities

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

1. **VR-1022**
   a. Visual Flight Route.
   b. N/A
   c. 75 miles.
   d. 19 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 371.
      -by Navy 357.
      -by other services 14.
   m. -<1%
   n. 5,840 hours.
   o. 186 hours.
      -by Navy 179 hours.
      -by other services 7 hours.
   p. 16 hours.
      -by Navy 179 hours.
      -by other services 7 hours.
   q. Visual Navigation training and point to point navigation.

1. **VR-1023**
   a. Visual Flight Route.
   b. N/A
   c. 53 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 392.
      -by Navy 380.
      -by other services 12.
   m. -<1%
   n. 5,840 hours.
   o. 196 hours.
      -by Navy 190 hours.
      -by other services 6 hours.
   p. 16 hours.
      -by Navy 190 hours.
      -by other services 6 hours.
   q. Visual Navigaton training and point to point navigation.

1. **VR-1024**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes. - FAA Mobile FSS
   j. None.
   k. None.

SH
CNET
N44331
5/12/94

	FY93	FY92	FY91	FY90
l. Total -	446	291	431	594
-by Navy	426	N/A	N/A	N/A
-by other services	20	N/A	N/A	N/A
m. 1200-0400Z++ MON-FRI - 261 DAYS/16 HOURS = 4176 HOURS PER YEAR				
n. Total -	223	146	216	297
-by Navy	213	N/A	N/A	N/A
-by other services	10	N/A	N/A	N/A
o. Total -	223	146	216	297
-by Navy	213	N/A	N/A	N/A
-by other services	10	N/A	N/A	N/A

p. Visual Navigation training and point to point navigation.

'acilities

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

1. **VR-1024**
   a. Visual Flight Route.
   b. N/A
   c. 55 miles.
   d. 13 minutes.
   e. N/A.
   f. FACSFAC Pensacola.
   g. No.
   h. No.
   i. Yes.
   j. None.
   k. None.
   l. 446.
      -by Navy 426.
      -by other services 20.
   m. 2.1%
   n. 5,840 hours.
   o. 223 hours.
      -by Navy 213 hours.
      -by other services 10 hours.
   p. 16 hours.
      -by Navy 213 hours.
      -by other services 10 hours.
   q. Visual Navigation training and point to point navigation.

Facilities (cont.)

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

11. List all the Ranges (Controlled/managed by installation)

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 thru 1993) was the range(s) scheduled?
   - How many hours was the range(s) used (average per year for 1990 thru 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 develivery (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.)

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

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

Range Name: Shelby Range

a. Location (city/county and state and lattitude and longitude) **Perry County, MS 31 07 56N 88 38 49W**
b. Distance from main airfield **45 mi.**
c. Time en route from main airfield **10 minutes**
d. Controlling agency **ARNG, MS**
e. Scheduling agency **ANG CRTC, Gulfport, MS**
f. 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)?
g. Is the airspace under radar coverage? **Yes**
   - If so who provides the coverage? **Houston Center**
h. Is the airspace under communications coverage? **Yes**
   - If so who provides the coverage? **ANG, MS**
i. Number of low level airways (below 18,000 ft) that bisect airspace **1**
j. Number of high altitude airways (above 18,000 ft) that bisect airspace **Unknown**
k. Total number of sorties flown in FY 1990 thru 1993
   - By your service **0**
   - By other services (including reserves and national guard) **6,000**
l. Total number of available hours in FY 1990 thru 1993 **1,200**
m. Total number of scheduled hours in FY 1990 thru 1993
   - By your service **0**
   - By other services (including reserves and national guard) **7,500**
n. Total number of hours used
   - By your service **0**
   - By other services (including reserves and national guard) **6,500**
o. Types of training permitted **Air To Ground Bombing, Straffing, and Threat Simulator.**

Range Name: Test Area C-62

a. Location (city/county and state and lattitude and longitude) **Eglin AFB, 30 38 34N 86 13 37W**
b. Distance from main airfield **56 mi.**
c. Time en route from main airfield **14 minutes**
d. Controlling agency **Eglin AFB**
e. Scheduling agency **46 OSS/OSCSP**
f. 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)?

g. Is the airspace under radar coverage? **Yes**
   - If so who provides the coverage? **Eglin Radar Control Facility**

h. Is the airspace under communications coverage? **Yes**
   - If so who provides the coverage? **Eglin Radar Control Facility**

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 thru 1993
   - By your service **0**
   - By other services (including reserves and national guard) **Unknown**

l. Total number of available hours in FY 1990 thru 1993 **Unknown**

m. Total number of scheduled hours in FY 1990 thru 1993
   - By your service **0**
   - By other services (including reserves and national guard) **Unknown**

n. Total number of hours used
   - By your service **0**
   - By other services (including reserves and national guard) **Unknown**

o. Types of training permitted **Bombing, Simulated Nuclear and Conventional Bombing and Rocketry, Skip Bomb, and Tactical Straffing.**

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 following are special use airspace within 50 nautical miles of NAS Pensacola: W-155, W-453, Pensacola South MOA, Penasola North MOA, R-2908, VR-1024, IR-021, and IR-038.

The following are NAS Pensacola instrument approaches:

HI-NDB (UHF)/DME-A	**HI-NDB (UHF)/DME RWY 7A**
HI VOR RWY 19	**HI-TACAN RWY 1**
HI-TACAN RWY 7L	**HI-TACAN RWY 7R**
HI-TACAN RWY 25L	**HI-TACAN RWY 25R**
VOR RWY 19	**TACAN RWY 1**
TACAN RWY 7L	**TACAN RWY 7R**
TACAN RWY 19	**TACAN RWY 25L**
TACAN RWY 25R	

The following is NOLF Choctaw instrument approaches:

TACAN RWY 36

The following are NAS Pensacola standard instrument departures:

BREZZ-TWO DEPARTURE	**TRADR-FOUR DEPARTURE**
HARDE-EIGHT DEPARTURE	**PATTE-ONE DEPARTURE (PATTE 1-TRADR)**

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. **None**

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

Facilities (cont.)

. Air Space and Flight Training Areas (cont)

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?

~~**FCLP's are prohibited at NAS Pensacola without a waiver due to noise abatement.**~~ FCLP CAN BE CONDUCTED AT NAS PENSACOLA WITH PERMISSION OF THE WING CDR. CNATRA N3

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why. **Yes**

20. 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**

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.

VT-4 Advanced E2/C2

Stage of Training	Terrain Feature or Overwater Requirement
Familiarization	Overland required
Basic Instrument	No Preference
Radio Instrument	No Preference
Formation	Overland Preferred
Airway Navigation	No Preference
Visual Navigation	Overland Required
Out-of-control Flight	Overland Preferred
Carrier Qualifications	Overwater Required

VT-86 Advanced NFO Training

Stage	OJN	RIO	TN
Radar Navigation	LR	NA	LR
Surface Search	WR	NA	WR
Low Level	LR	LR	LR
AirwaysNav/Radar/Low Level	LR/WR	LR/WR	LR/WR
Familiarization	LR	LP/WP	LR/WR
Tactical Low Level	NA	LR	LR
Advanced Tactical Maneuvers	NA	NP	NA
Pursuit Intercepts	NA	NP	NA
Attack/Reattack Intercepts	NA	NP	NA
Conversion Intercepts	NA	NP	NA
Unknown Intercepts	NA	NP	NA
Advanced Intercepts	NA	NP	NA

VT-10 Primary and Intermediate NFO Training

Stage	PRIMARY	INTERMEDIATE
Low Level VNAV		LR
AirwaysNav		LR
Familiarization	LR	
NAV	LR	
INAV	LR	
FORM		NP

Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

Facilities (cont.)

B. Airfields

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

Airfield Name: Sherman Field

a. Location (city/county and state and lattitude and longitude) **Pensacola, Escambia County, FL; 302111N 0871913W**
b. Distance from main field: **N/A**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **No**
d. Does the airfield have parallel or dual offset runways? **Parallel**
- 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? **Yes**
f. Does the airfield have high speed taxiways? **No**
g. Does the airfield have a crosswind runway? **Yes**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **Yes**
i. How much capacity is lost? ~~**30% (max capacity)**~~ 48% — CNATRANS
j. What percent of the time do conditions force the crosswind runway to be used? **18%**
k. Is the airfield equipped to support IFR flight operations? **Yes**
l. Is the airfield owned by your service or leased? **Owned by Navy**
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). **N/A**

Airfield Name: OLF Choctaw

a. Location (city/county and state and lattitude and longitude) **Milton, Santa Rosa County, FL; 303025N 0865735W**
b. Distance from main field: **20 mi. east**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **No**
d. Does the airfield have parallel or dual offset runways? **No**
- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **N/A**
e. Does the airfield have full-length parallel taxiways? **Yes**
f. Does the airfield have high speed taxiways? **No**
g. Does the airfield have a crosswind runway? **No**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **N/A**
i. How much capacity is lost? **N/A**
j. What percent of the time do conditions force the crosswind runway to be used? **N/A**
k. Is the airfield equipped to support IFR flight operations? **Yes (local use only)**
l. Is the airfield owned by your service or leased? **Owned by USAF with exclusive useage granted to Navy.**
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). **N/A**

Airfield Name: OLF Bronson (closed)

a. Location (city/county and state and lattitude and longitude) **Pensacola, Escambia County, FL; 302304N 0872425W**
b. Distance from main field: **5 mi. west**
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?
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**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **No**
i. How much capacity is lost? **N/A**
j. What percent of the time do conditions force the crosswind runway to be used? ***N/A (Before being closed, field was utilized by rotary wing NOT fixed wing aircraft).***
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). **Helo use only.**
*** 4,000' runway - inadequate.**

Airfield Name: Chevalier Field (closing) Helo use only (SITE OF FUTURE NATTC)

a. Location (city/county and state and lattitude and longitude) **NAS Pensacola, Escambia County, FL; 3021N 08716W**
b. Distance from main field: **3 mi. east**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **Helo pad only**
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? **N/A**
e. Does the airfield have full-length parallel taxiways? **N/A**
f. Does the airfield have high speed taxiways? **N/A**
g. Does the airfield have a crosswind runway? **N/A**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **N/A**
i. How much capacity is lost? **N/A**
j. What percent of the time do conditions force the crosswind runway to be used? **N/A**
k. Is the airfield equipped to support IFR flight operations? **N/A**
l. Is the airfield owned by your service or leased? **N/A**
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). **Helo only**

Airfield Name: OLF Bronson (closed)

a. Location (city/county and state and lattitude and longitude) **Pensacola, Escambia County, FL; 302304N 0872425W**
b. Distance from main field: **5 mi. west**
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?
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**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **No**
i. How much capacity is lost? **N/A**
j. What percent of the time do conditions force the crosswind runway to be used?
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). **Helo use only.**
*** 4,000' runway - inadequate.**

Airfield Name: Chevalier Field (closing) Helo use only (SITE OF FUTURE NATTC)

a. Location (city/county and state and lattitude and longitude) **NAS Pensacola, Escambia County, FL; 3021N 08716W**
b. Distance from main field: **3 mi. east**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **Helo pad only**
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? **N/A**
e. Does the airfield have full-length parallel taxiways? **N/A**
f. Does the airfield have high speed taxiways? **N/A**
g. Does the airfield have a crosswind runway? **N/A**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **N/A**
i. How much capacity is lost? **N/A**
j. What percent of the time do conditions force the crosswind runway to be used? **N/A**
k. Is the airfield equipped to support IFR flight operations? **N/A**
l. Is the airfield owned by your service or leased? **N/A**
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). **Helo only**

Facilities (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 Adquate/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 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	*1,801,724*	*837,607*	*547,029*	*417,088*
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	389,176	*367,927*	*21,249*	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	*685,769*	*147,809*	537,960	0
116-662	Dangerous Cargo Pad	SY	NA	NA	NA	NA
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	12,641	12,641	0	0

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CNET
N44331
5/11/94

Facilities (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 Adquate/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 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	1,724,224	760,107	452,586	511,531
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	389,176	389,176	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	606,436	68,476	537,960	0
116-662	Dangerous Cargo Pad	SY	NA	NA	NA	NA
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	12,641	12,641	0	0

Forrest Sherman Field	Adequate	Substandard	Inadequate
Runways 110-10	526,774	0	0
Taxiways 112-XY	257,685	0	0
Parking Aprons 113-20	79,333	294,911	0
TOTAL	**863,792**	**294,911**	**0**
OLF Choctaw			
Runways 110-10	233,333	77,778	74,095
Taxiways 112-XY	110,242	0	0
Parking Aprons 113-20	31,920	0	0
TOTAL	**375,495**	**77,778**	**74,095**
OLF Bronson	**(OLF Bronson is a closed facility which is not suitable for fixed wing training)**		
Runways 110-15	0	469,251	342,993
Taxiways 112-XY	0	21,249	0
Parking Aprons 113-20	0	210,759	0
TOTAL	**0**	**701,259**	**342,993**

Note: Above does not include CCN 111-20 & CCN 113-40.

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CNET N4434
8/17/94

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37a-R 4 Aug 94

Facilities (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	3,100	3,100	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	284,011	284,011	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	37,480	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	NA	NA	NA	NA
851	Roads (Do not include 851-142 and 851-143)	SY	1,094,362	999,473	87,111	7,778
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	542,687	95,248	447,439	0

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.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111-10	Runways, Fixed Wing	SY	760,107	77,778	74,095
111-15	Runways, Rotary Wing	SY	0	469,251	342,993
111-20	Landing Pad	SY	77,500	0	0
113-20	Parking Apron	SY	111,253	505,670	0
113-40	Access Apron	SY	36,556	32,290	0
133-72	RATCC Center	SF	0	0	8,247
137-10	Oceanographic Building	SF	3,246	0	0
141-11	Air Passenger Terminal	SF	3,206	0	0
141-70	Control Tower	SF	0	0	2,364
211-05	Maintenance Hangar OH Space	SF	111,582	0	0
211-06	Maintenance Hangar 01 Space	SF	74,359	0	0
211-07	Maintenance Hangar 02 Space	SF	71,380	0	0
211-08 211-21 211-45 211-75	Aviation Shops (Non-NARF)	SF	31,719	0	0
610-10	Admin Office	SF	~~21,460~~	~~0~~	~~0~~
			579,908	56,957	22,423

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N44331
5/12/94

Facilities (cont.)

3. 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:

a. Facility Type/Code: **Runway, Fixed Wing (OLF Choctaw), 111-10**
b. What makes it inadequate/temporary? **Total pavement obsolescence**
c. What use is being made of the facility? **None**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **$750K**
e. What other use could be made of the facility and at what cost? **Parking apron, open storage; $0**
f. Current improvement plans and programmed funding: **None**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **No**

a. Facility Type/Code: **Runway, Rotary Wing (OLF Bronson), 111-15**
b. What makes it inadequate/temporary? **Functional criteria, total structure**
c. What use is being made of the facility? **None**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **1.8M**
e. What other use could be made of the facility and at what cost? **Parking apron, open storage; $0**
f. Current improvement plans and programmed funding: **None**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **Yes, C3**

a. Facility Type/Code: **RATCC Center, 133-72**
b. What makes it inadequate/temporary? **Functional criteria, Size configuration**
c. What use is being made of the facility? **RATCC Center**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **Not feasible**
e. What other use could be made of the facility and at what cost? **Training, Admin Office; $85,000**
f. Current improvement plans and programmed funding: **To be replaced by MILCON P-623**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **Yes, C3**

a. Facility Type/Code: **Control Tower, 141-70**
b. What makes it inadequate/temporary? **Functional criteria, blind spots**
c. What use is being made of the facility? **Control Tower**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **Not feasible**
e. What other use could be made of the facility and at what cost? **None**
f. Current improvement plans and programmed funding: **To be replaced by MILCON P-620**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **Yes, C3**

Facilities (cont.)

7. 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	Substandard/ Semi-Permanent	Inadequate/ Temporary
171-10	Academic Inst Building	SF	24,362	0	1,850
171-20	Applied Inst Building ***	SF	10,344	0	0
171-20	#58 LAND SURVIVAL **, ***	SF	0	0	Note 1
171-20	#75 BAY OPS **, ***	SF	0	0	Note 2
171-20	#633 ACAD INSTR ***	SF	96,778	0	0
171-20	#671 Water Devices *** (Note 3)	SF	30,369	0	0
171-20	#3828 SWIM/PT *** (Note 4)	SF	50,000	0	0
171-20	#3845 NAMI Chamber ***	SF	24,700	0	0
171-35	Operational Trainer Facility ***	SF	33,451	0	0
171-35	#3801 NAMI CLASSROOMS/ MSDD TRAINER ***	SF	26,811	0	0
179-40	Small Arms Range	EA	1	0	0
179-45	#3238 SURV TRNG PIER **, *** (Note 5)	EA	1	0	0
179-60	Parade and Drill Field	EA	1	0	0
179-50	#2683 O'COURSE *** (Note 6)	EA	1	0	0

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
137-10	#1852 Aviation Meteorological Training (Note 7) ***	SF	3,246	0	0
141-40	#1852 Flight Planning Room 116 (Note 8)	SF	416	0	0
	#1852 Flight Briefing Room 118 (Note 8)	SF	256	0	0
740-56	#633 Station Theater (Note 9)	SF	17,814	0	0
740-60	Officer's Club (Note 10)	SF	31,196	0	0
171-10	#1954 NAMI Auditorium	SF	2,400	0	0
171-20	#3860 Milcon Project P568 ~~Land~~ Survival Building (Note 12)	SF	52,939	0	0

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NOTES

1. Bldg 58 - Contains 8,296 SF of inadequate space and is used for Land Survival Student Training, arboretum, and display of land survival techniques. Building is very small, outdated, has poor Heating/Air Conditioning and inferior classrooms. It is still being used for training until Building 3860 Milcon Project P-568 is finished. This building is planned to be torn down in the future and has not been designated C3 or C4 on the BASEREP.

2. Bldg 75 - Contains 24,068 SF of inadequate space and is used for Bay Operations training and maintenance of Water Survival Equipment (LPA's, Parasails, Helmets, etc.). Also used for Naval Aviation Water Survival Training Program (NAWSTP) Model Manager. This building is extremely old with poor Heating/Air Conditioning and has inadequate classrooms and administrative spaces. It is still being used until Building 3860 Milcon Project P-568 is finished. Building 75 has not been designated C3 or C4 on the BASEREP. This building is an old Seaplane Hanger and the future intentions are unknown.

3. Bldg 671 - Used for Training Devices training which includes five unique devices (Helo and Eject Seat Dunkers, Helo-Hoist, Parachute Drag, and Parachute Disentanglement) plus two large pools. All facilities are adequate and in good working order.

4. Bldg 3828 - Built in 1983/84 it is used for Survival Swim training, Physical fitness training and administration offices for Survival Department. All facilities are adequate and in good working order.

5. Bldg 3238 (Survival Training Pier) - Located next to Building 75, the Survival Pier is used for loading/off-loading students into utility boats for Parasail and Helo Hoist Training, and also for Slide-for-Life prerequisite training prior to Parasail operations.

6. Bldg 2683 (Obstacle Course) - The Obstacle Course is used to enhance coordination, improve individual strength, and to increase student endurance. All obstacles are adequate and in good structural condition.

7. As part of the API training curriculum, students are given a 1 hour familiarization lecture, per convening class, on meteorological equipment and utilization for aviation weather briefings.

Specific flight route planning/training and flight briefings are conducted in these rooms for student pilot/NFO and other pilot usage. Total of CCN 141-40 is 9,010 SF (8,338 SF is used for administration spaces).

9. Station theater is used by COMTRAWING SIX and NAVAVSCOLSCOM as an available asset as needed for large gatherings (e.g., aviation safety standdowns). Average use is 4 times a year for less than 4 hours per gathering per command. Training conducted in this facility is for non-curriculum related subjects.

10. Officers Club large ballroom estimated SF of 9,282 is used as an available asset by VT-4 at 2 hours a year, VT-10 at 6 hours per year, and VT-86 at 3 hours per month for non-curriculum training.

11. NAMI Auditorium is a large facility which is used as an available asset by VT-10 at 10 hours per year and VT-86 at 3 hours a quarter for non-curriculum training.

12. Building 3860 Milcon Project P-568 is planned for groundbreaking before January 1995, with a completion date of mid 1996. Current design scope provides 44,539 SF for Navy use, and 8,400 SF for USAF use. This building includes a 4,453 SF arboretum which is currently housed in Building 58. Once this facility is finished, it will replace Building 58 and 75.

** The new Survival Training Facility (CCN# 171-20 is planned for groundbreaking before January 1995, with a completion date of mid 1996. Funding has been approved through Military Construction Project #P-568 at a cost of 4.6 million dollars. The new facility will double the currently available square footage and will house Bay Operations (Building 75), an improved Survival Training Pier (Building 3238), Land Survival (Building 58), NAWSTP Model Manager (Building 75), plus a new contingent of Air Force personnel (from Homestead AFB).

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: **Academic Inst Bldg (B1, 654), 171-*10***
b. What makes it inadequate/temporary? **Structural & Electrical condition, functional criteria**
c. What use is being made of the facility? **Academic Inst**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **140K**
e. What other use could be made of the facility and at what cost? **Admin Storage; $0**
f. Current improvement plans and programmed funding: **None**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **No**

*** These facilities are used for Aviation Preflight Indoctrination training. Average amount of seats per classroom is approximately 30, estimated average size classroom is 900 SF. CCN 171-20 has the following breakout of classrooms:

Bldg 58 - 2 classrooms
Bldg 75 - 2 classrooms
Bldg 633 - 6 classrooms
Bldg 671 - 1 classroom
Bldg 3828 - 1 classroom
Bldg 3845 - 1 classroom

NOTE: Bldg 3860, MILCON Project 568 will absorb class rooms listed in Bldgs 58 & 75

CCN 171-35 has only 1 classroom in Bldg 3801.

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: **Academic Inst Bldg (B1, 654), 171-*10***
b. What makes it inadequate/temporary? **Structural & Electrical condition, functional criteria**
c. What use is being made of the facility? **Academic Inst**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **140K**
e. What other use could be made of the facility and at what cost? **Admin Storage; $0**
f. Current improvement plans and programmed funding: **None**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **No**

Facilities (cont.)

D. Aircraft Maintenance Facilities

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

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
C-12			X		X
H-3			X	X	
T-2		X	X		X
T-34			X		X
T-39			X		X

Blue Angels

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
F/A-18			X	X	
C-130			X	X	

Facilities (cont.)

E. 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
Helicopter Landing Trainer (IX 514)	Provide a certified deck for initial small deck landing qualification for student naval aviators and small deck landing currency requirements for USN, USA, USAF, USCG, and civilian contract pilots.
NAVLANTMETOCDET	Provide full spectrum environmental support.
FACSFAC	A Class VB Joint Control Facility, provides airport traffic control and low-approach landing services with full pattern control, and the Navy Tactical Data System/Advanced Combat Direction System (NTDS/ACDS) provides a variety of services to air, surface and subsurface units. These services are provided to both military and civilian users.
SAR Det	Provide SAR coverage 200 nmi. surrounding NAS Pensacola.

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. Air station has only one direct fueling unit, therefore, refueling of several large aircraft will be a slow process.**

3. Does installation have a dedicated munitions loading pad? **Yes**

a. If yes, are there any access limitations? **Yes. Could hamper operations on adjacent runway. Designated torpex recovery area at approach of runway 1 is used as a staging area for hazardous material/weapons. Departure is directly south over water. Explosive restriction is limited to 1.2 as per OP-5.**

b. What type aircraft have used your pad over the last five years? **C-130.**

4. Is the installation located within 150NM of:

a. Ground Force Installation (active)? Yes/No (If yes, give name(s)) **Yes. FT Rucker**

b. Rail Access which allows the loading/unloading of heavy equipment? **Yes**

c. Deep water port facility? Yes/No (If yes, give name(s)) **Yes. Port of Mobile 56 mi; Port of Pensacola 3 mi., Port of New Orleans 176 mi., and NAS Pensacola Port Operations.**

Facilities (cont.)

E. Special Military Facilities

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)

DENTAL: Yes. From BRDENCLINIC Whiting Field and Annex Dental Clinic Corry Station.
SEE BRANCH MED. CLINIC ATTACHMENT B FOR ADDITIONAL DATA. CNATRA N6 5/18/94

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.

DENTAL: Yes. Both the Naval DENCEN command element and area dental laboratory are located at the NAS Pensacola BRDENCLINIC.
NAMI: Yes. Aerospace physiology training and hyperbaric chamber

ALSO SEE ATTACHMENT A & BRANCH MED. CLINIC ATTACHMENT B CNATRA N6 5/18/94

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

HEATLD CNET N-443 27 May

Type of Facility	Location	Mission and Capability of Facility
NAMI Physiological Training	Bldg 3845	Aerospace physiology training and hyperbaric chamber.
NAMI Clinical	1954	Aviation medical clinic
NAMI Academic	665	Aviation medicine training
1BTX1	MAG POINT	CADS/NAS WEAPONS
1BTX2	"	JATO/NAS WEAPONS
1BT3	"	SMALL ARMS AMMO/NAS WEAPONS
1ET4	"	DEMO (K-9 SCENT KIT)/NAS WEAPONS
2Y3A	"	UNSERVICEABLE AMMO/NAS WEAPONS
2Y3B	"	PYRO/NAS WEAPONS
2Y4A	"	ROCKET MOTORS AND CADS/NAS WEAPONS
2Y4B	"	EMPTY/NADEP
2Y5A	"	UNSERVICEABLE AMMO/NAS WEAPONS
2Y5B	"	CADS/NAS WEAPONS
5Y2	"	EMPTY (PYRO)/NADEP
5Y3	"	EMPTY (PYRO)/NADEP

Facilities (cont.)

E. Special Military Facilities

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)

DENTAL: Yes. From BRDENCLINIC Whiting Field and Annex Dental Clinic Corry Station.

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.

DENTAL: Yes. Both the Naval DENCEN command element and area dental laboratory are located at the NAS Pensacola BRDENCLINIC.
NAMI: Yes. Aerospace physiology training and hyperbaric chamber

ALSO SEE ATTACHMENT A

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

Type of Facility	Location	Mission and Capability of Facility
NAMI Physiological Training	Bldg 3845	Aerospace physiology training and hyperbaric chamber.
NAMI Clinical	1954	Aviation medical clinic
NAMI Academic	665	Aviation medicine training
1BTX1	MAG POINT	CADS/NAS WEAPONS
1BTX2	"	JATO/NAS WEAPONS
1BT3	"	SMALL ARMS AMMO/NAS WEAPONS
1ET4	"	DEMO (K-9 SCENT KIT)/NAS WEAPONS
2Y3A	"	UNSERVICEABLE AMMO/NAS WEAPONS
2Y3B	"	PYRO/NAS WEAPONS
2Y4A	"	ROCKET MOTORS AND CADS/NAS WEAPONS
2Y4B	"	EMPTY/NADEP
2Y5A	"	UNSERVICEABLE AMMO/NAS WEAPONS
2Y5B	"	CADS/NAS WEAPONS
5Y2	"	EMPTY (PYRO)/NADEP
5Y3	"	EMPTY (PYRO)/NADEP

3YC1A	SHERMAN FIELD	CADS/PYRO/AIMD
3YC1B	"	CADS/NFDS
3YC2A	"	EMPTY/NAS WEAPONS
3YC2B	"	ROCKET MOTORS/NFDS
3YC3A	"	ROCKET MOTORS AND CADS/UNC
3YC3B	"	EMPTY/NAS WEAPONS
4YC1A	"	RIOT CONTROL AGENT & PYRO/NAS WEAPONS
4YC1B	"	CHEMICAL AND PYRO/NAS WEAPONS
4YC2A	"	PYRO/NAS WEAPONS
4YC2B	"	CHEMICAL AND PYRO/AOM
4YC3A	"	JATO AND IGNITERS/NAS WEAPONS
4YC3B	"	EMPTY/NAS WEAPONS
2Y1A	NASPCLA	PYRO/NAS WEAPONS
2Y1B4	"	PYRO/NAS WEAPONS
462	"	ARMORY

Facilities (cont.)

F. 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.

Activity Name / Military Service	Description of Activity Role and Degree of Support
DEFPHOTOSCOL PNCLA/ASD (PA)	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
JOAP-TSC PNCLA/DOD/NAVAIR	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
313THTECHTRASQDN AIRTRNGCMD/U.S. AIR FORCE	PROVIDE FIRE PROTECTION AND BACHELOR OFFICERS QTRS BY ISA
16THSPECOPSWING (AFSOC) 16THOPSGRU/U.S. AIR FORCE	PROVIDE CONTROL TOWER SAFETY OBSERVER, ACCESS TO OLF CHOCTAW, AND CRASH RESCUE ASSETS BY ISA
3800 ABW/LG MAXWELL AFB/ U.S. AIR FORCE	PROVIDE NAVAL BRIG FACILITIES FOR SHORT-TERM CONFINEMENT OF USAF PRISONERS BY ISA
17TH TRAINING SQDN/ U.S. AIR FORCE	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
PNCLADET 344THMILINTELBN 111THBRG/U.S. ARMY	PROVIDE STORAGE OF ORDNANCE (I.E., AMMUNITIONS, WEAPONS), FIRE PROTECTION, AND BACHELOR OFFICER QTRS BY ISA
USAIC FT BENNING FA FOR 361CALBRDG/ 842ND SIGNALCO/U.S. ARMY	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT UPON MOBILIZATION OF U.S. ARMY RESERVE UNITS BY ISA
USA AEROMEDICAL CTR FT RUCKER/U.S. ARMY	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA

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

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
BARRANCAS NAT'L CEMETERY NASP/DEPT OF VETERAN AFFAIRS	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA

GULF ISLANDS NAT'L SEASHORE/NASP/ DEPT OF INTERIOR	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
NAT'L WEATHER SVC/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
FEDERAL AVIATION ADMINISTRATION/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
AMERICAN RED CROSS/ NASP/CHARTER	PROVIDE ADMINISTRATIVE. LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
NAV-MARCOR RELIEF SOCIETY/NASP/CHARTER	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
STATE OF FLA DEPT OF HRS(DIV OF BLIND)/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
FIRST NAVY BANK/ NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY OUTGRANT LEASE
PEN AIR FEDERAL CREDIT UNION/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY OUTGRANT LEASE
OMEGA TRAVEL AGENCY/ NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT
COMBINED FEDERAL CAMPAIGN/NASP/ SECNAVINST	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
CONSUMER CREDIT COUNSELING OF WEST FLORIDA/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
PENSACOLA JR COLLEGE/ NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
UNIVERSITY OF WEST FLORIDA/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
ST JOHNS COUNTY SCHOOL BOARD/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
EMBRY-RIDDLE AERONAUTICAL UNIV/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
TROY STATE UNIVERSITY/ NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA

UNIVERSITY OF ARIZONA/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT
NAVAVNMUSEUM FOUNDATION/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
SCHEDULED AIRLINES TICKET OFFICE/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT
U.S. POST OFFICE/NASP/USPS	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CHARTER/LEASE
NAT'L SECURITY AGENCY/ CSS TECHREP/NASP	PROVIDE FIRE PROTECTION ONLY BY ISA
NORTHWEST FLA SAFETY COUNCIL/NASP	PROVIDE CLASSROOM SPACE AND A DESIGNATED OUTSIDE AREA FOR MOTORCYCLE DRIVER TRAINING AT NO COST TO THE U.S. NAVY BY ISA
ESCAMBIA COUNTY, PENSACOLA, FLORIDA/NASP	PROVIDE FIRE FIGHTING SUPPORT THROUGH MUTUAL AID AGREEMENTS, WITHIN CAPABILITIES
CITY OF PENSACOLA, FLORIDA/NASP	PROVIDE FIRE FIGHTING SUPPORT THROUGH MUTUAL AID AGREEMENTS, WITHIN CAPABILITIES
DEFPRINTSVCSA/DOD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DEFPRINTSVCDETOFF PNCLA/DOD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DEFENSE DISTRIBUTION DEPOT PENSACOLA/ DDRE/DLA	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DAO-CL PNCLA/DFAS	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DRMO PNCLA/DLA	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DISTOPNCLAPNCLA/DFAS	PROVIDE FIRE PROTECTION AND BACHELOR QTRS SUPPORT BY ISA
FEDERAL PRISON CAMP/ DEPARTMENT OF JUSTICE	PROVIDE FIRE PROTECTION ONLY BY ISA
USCG LIAISON OFFICER PNCLA/ U.S. COAST GUARD/DOT	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA

USCG ANT PNCLA/ U.S. COAST GUARD/DOT	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
USCG CUTTER POINT LOBOS/ U.S. COAST GUARD/DOT	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
DEFENSE INVESTIGATIVE SERVICE/DOD	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
COMMISSARY STORE/DEFENSE COMMISSARY AGENCY/DLA	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
CIVILIAN RETIRED AFFAIRS OFFICE/HRO/NASP	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA
MCDONALD'S RESTAURANT/ NASP/DON	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY DON CONTRACT
U.S. CUSTOMS JACKSONVILLE/ BUREAU OF TOBACCO AND FIREARMS	PROVIDE CALIBRATION OF PRECISION INSTRUMENTS AND SPECIAL SERVICES BY ISA AS REQUIRED
PRIVATE INDUSTRY OF ESCAMBIA COUNT, INC./ NASP/STATE OF FLORIDA (HRS)	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY ISA AND LEASE
TWENTY-THREE (23) PRIVATE CONTRACTORS	PROVIDE ADMINISTRATIVE, LOGISTICAL, AND BASE OPERATIONS SUPPORT BY CONTRACT

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.

Five nautical miles from piers to sea buoy and Gulf of Mexico.

Short, safe navigation detail.

Near Ingleside Shipyard, Pascagoula, Mississippi; and New Orleans, Lousisiana.

Five hundred nautical miles to Key West, Florida.

Approximately 3,000 feet of pier space.

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.

HLT: Yes. USA - FT Polk, LA; FT Benning, GA; Hunter AAF, Savanah, GA; FT Rucker, AL; USAF - Hurlburt Field, FL; USCG - ATC Mobile, AL
AIR OPS: Yes. NAS Pensacola is centrally located on the Gulf of Mexico, near several large military installations, including 2 tacts ranges. This location permits virtually all types of specialized training capabilities.

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

AIR OPS: Helicopter Landing Trainer qualifications are conducted at NAS Pensacola by H-57's from NAS Whiting Field. Currently no training carrier assigned to NAS Pensacola although CQ plan is current. Airspace/Op-areas are available for carrier to operate within and will have no negative impact on current training. Currently squadrons have to deploy to receive CQ training.

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

30 nmi. when operating out of Pensacola. 566 nmi. to Key West. 300 nmi. to Cecil Field.

H. Proximity to Training Areas

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?

Directly from NAS Pensacola is the most efficient and cost effective way to conduct CQ.

Facilities (cont.)

I. 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.

SEE BRANCH MED. CLINIC ATTACHMENT B FOR ADDITIONAL INFORMATION. CNATRA N6 5/18/94

Airfield Name	Major Use / Capability	Location / Distance
OLF CHOCTAW	PRACTICE DEMONSTRATION	NW FLORIDA / 30 MILES
PENSACOLA REGIONAL	DIVERT // APPROACH	PENSACOLA, FL/ 10 MILES
HURLBERT AFB	" // "	FT. WALTON, FL/ 32 MILES
EGLIN AFB	" // "	FT. WALTON, FL / 41 MILES
MOBILE DOWNTOWN	" // "	MOBILE, AL / 43 MILES
MOBILE REGIONAL	" // "	MOBILE, AL / 53 MILES
KEESLER AFB	" // "	BILOXI, MS / 83 MILES
TYNDALL AFB	" // "	PANAMA CITY, FL / 92 MILES
GULFPORT/BILOXI	" // "	GULFPORT, MS / 93 MILES

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

SEE BRANCH MED. CLINIC, AND NAMRL ATTACHMENTS (ATTACH B) FOR ADDITIONAL DATA. CNATRA N6 5/18/94

Military Facility Name	Actual / Proposed Use	Distance
NETPMSA (Saufley Field)	Training Administration	11 miles
NTTC Corry Station	Technical Training	5 miles
NAS Whiting Field	Flight Training	27 miles
FT Rucker, Alabama Aeromedical Research Lab	Life Science Research	300 miles

HEARD CNET N-4433 data 27 May

Facilities (cont.)

[redacted]. 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
OLF CHOCTAW	PRACTICE DEMONSTRATION	NW FLORIDA / 30 MILES
PENSACOLA REGIONAL	DIVERT // APPROACH	PENSACOLA, FL/ 10 MILES
HURLBERT AFB	" // "	FT. WALTON, FL/ 32 MILES
EGLIN AFB	" // "	FT. WALTON, FL / 41 MILES
MOBILE DOWNTOWN	" // "	MOBILE, AL / 43 MILES
MOBILE REGIONAL	" // "	MOBILE, AL / 53 MILES
KEESLER AFB	" // "	BILOXI, MS / 83 MILES
TYNDALL AFB	" // "	PANAMA CITY, FL / 92 MILES
GULFPORT/BILOXI	" // "	GULFPORT, MS / 93 MILES

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
NETPMSA (Saufley Field)	Training Administration	11 miles
NTTC Corry Station	Technical Training	5 miles
NAS Whiting Field	Flight Training	27 miles
FT Rucker, Alabama Aeromedical Research Lab	Life Science Research	300 miles

NAVLANTMETOCDET Whiting Field	In the event of catastrophic loss of equipment and facilities at Pensacola. Services would be considerably less than that of NLMOD Pensaacola.	30 nmi.
Annex Dental Clinic Corry Station	Dental Services - Corry	5 mi.
Branch Dental Clinic Whiting Field	Dental Services - Whiting	40 mi.
NTCC Corry Station	NTC	3 mi.
Saufley Field	Navy Activities/Federal Prison	8 mi.
NTTC Corry Station	AITC - Instructor Training	3 mi.
OLF Choctaw (Eglin AFB)	Field Survival Training	40 mi.

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

NOTE: No tenant at this installation could provide input for Question 3. Question will be submitted to the local Chamber of Commerce for consideration. NAS Pensacola's vastness with over 60 tenants make any civilian owned facility option infeasible.

Facilities (cont.)

J. 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)

SEE PAGE 56-a CNATRA N6 5/18/94 pc

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:

a. Name or type of facility

b. Total SF SEE PAGE 56-b CNATRA N6 5/18/94 pc

c. Cat code

d. Present use

~~ANSWER TO QUESTIONS J.1, J.2 PLEASE ASAP~~ ~~will be~~ ~~EXPLAIN~~

Facilities (cont.)

J. 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)

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:

a. Name or type of facility

b. Total SF

c. Cat code

d. Present use

ANSWER TO QUESTIONS J.1, J.2 will be PROVIDED ASAP

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FACILITIES

J. Unique features

Question 1.

DEEP-WATER, WARM-WATER PORT FACILITY IN COMBINATION WITH A MULTI-FUNCTIONAL AIRFIELD are a significant strategic feature for the Gulf Coast. Vessels have easy access to the Gulf of Mexico. Full port services are available for virtually all U.S. Navy vessels. Port location, ease of access, and airfield capability allow for major operations to be conducted with this installation as the staging point. WEATHER at the installation's location provides year-round flying and at-sea operations with minimal disruption of training.

HOME TO THE NAVY'S OFFICER CANDIDATE SCHOOL. Consolidation this year of OCS and AOCS makes the installation a vital source of commissioned naval officers. This, combined with the BRAC 93 decision to relocate the majority of enlisted aviation training to NAS Pensacola, focuses attention on the installation as the cornerstone for the Navy's training efforts

HELICOPTER LANDING TRAINER: This one of a kind vessel, mentioned throughout this and past data calls would have to be relocated. It provides service to all DOD, DOT, and other government agencies. Its current Gulf Coast location is central to Army/ Air Force operating forces and vital to the safe at-sea landing qualifications for any helicopter pilot.

HISTORIC PARKS: BARRANCAS NATIONAL CEMETERY, FORT BARRANCAS, and ADVANCE REDOUBT are all national treasures that benefit from their location on an active military installation.

NATIONAL MUSEUM OF NAVAL AVIATION: The largest collection of historic naval aircraft under one roof in the country. Support of the museum and the above would have to be seriously considered and addressed in any BRAC action affecting the installation.

QUESTION 2.

a. Name or type of facility: Helicopter blade whirl tower test facility. Not only unique to the Navy, but unique to the armed services. Would require dismantling, movement, reassembly if this installation where closed. Would be unavailable to the armed services for blade test during this process.
b. Total SF - 5,000
c. Cat code - 211-84
d. Present use: Helicopter Main Rotor Blade Test and Evaluation, and repair.

a. U.S. Coast Guard Station and berth for U.S.C.G. cutter.
b. Total SF - 10,636
c. Cat code - 159-64
d. Present use: While not unique to the Navy directly, it is a unique tenant with an exceedingly important mission that could not be eliminated from this portion of the gulf coast.

a. Joint USN/USAF Water Survival Training.
b. Total SF - 24,068
c. Cat code - 171-20
d. Present Use: Again, not unique to the Navy or just a facility, but a still-developing joint service training unit that involves numerous unique resources with a very limited but vastly important mission that could not be duplicated without the complete moving of all resources.

a. Joint Oil Analysis Program Technical Support Center
b. 3,450 square feet
c. N/A
d. The building is equipped with mission unique equipment: emission spectrometers, X-ray fluorescence spectrometers, Fourier transform infrared spectrophotometers, particle size analyzers and ferrographs, and computer equipment to support the certification, correlation and RDT&E. In addition to the RDT&E functions, a Navy oil analysis laboratory is located in this building which coordinates efforts with the JOAP-TSC and also provides oil analysis service to the Pensacola area activities.

The Joint Oil Analysis Program Technical Support Center (JOAP-TSC) is a tri-service organization chartered by the Joint Logistic Commanders. This facility has been located aboard Naval Air Station Pensacola since its charter in 1978. This center supports all services and allied countries in analysis of oils from fluid wetted systems, conducts programs for certification of laboratories, conducts a program for interservice laboratory correlation and performs research and development in the area of condition monitoring of fluid lubricating systems. Proper use of the oil analysis programs in the services is documented as saving millions of dollars by removing equipment from service prior to failure. In addition to monetary savings, safety of flight is affected by the ability to perform properly the analyses required. Relocation of this facility would require relocating numerous pieces of test equipment which will require special handling, and a facility at the receiving site which is approved to accept laboratory operations and hazardous waste handling facilities.

Future Requirements

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located? **No**

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? **No**

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. **N/A**

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)? **No**

a. If the base is in a maintenance area, identify the regulated pollutant(s). **N/A**

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). **N/A**

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? **No (per State of Florida Northwest Air District)**

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. **No**

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

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

c. If special actions have been implemented, specify the nature of the actions. **N/A**

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

No (per State of Florida Northwest Air District) Gulf Shore National Park not considered a critical air quality region.

Future Requirements (cont.)

B. 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. ~~Not in the sense of Atlanta or Denver, Pensacola Regional has and is expecting to see a substantial increase in commercial operations. (As per Mr. Chuck Porter, Asst. Airport Manager, Pensacola Regional Airport, 435-1746).~~ 2 CALTRANS

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		None	
1992		None	
1993		None	

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	None
1992	None
1993	2

Future Requirements (cont.)

B. Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordnances?

Yes. Local government has implemented the draft AICUZ requirements well in advance of its approval indicating positive local support.

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

NAS Pensacola does not have an approved AICUZ plan. ~~NAVFAC is reviewing AICUZ and is waiting on additional information concerning the T-44 Aircraft (which is replacing the T-2 Aircraft) prior to completion of the updated AICUZ. Expected completion of the updated AICUZ should occur by December 1994. Not much change is expected in the updated AICUZ. See the attached AICUZ drawing~~.

CNATRA43

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

Local ordinance is in accord with the AICUZ restrications. See attached Urban Area Land Use Regulation, Escambia County, FL Ordinace 89-27. The AICUZ program has had only one noise complaint that was filed in US Claims Court (393-88L) by Levy, H. and Joy E. Blue in 1988. No other action was taken and was apparently dropped.

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

ESA: There are no environmental constraints to pose problems for existing or planned mission.
FMD: No

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 attached Urban Area Land Use Regulations, Escambia County, Florida, Ordinance No. 89-27.

1991 renovation to pier 303n provides 42 feet of water with all necessary hotel services. Harbor and 2,000 feet turning basin dredged to 42 feet. All three piers (302, 303E, and 303N) have easy access to intercoastal waterway and is only 3 nautical miles to Gulf of Mexico. All necessary facilities are available to support other agencies who may desire to conduct weapons testing, underwater research, or exercises in Gulf of Mexico. Protected basin adjacent to seawall could easily accomodate small craft, such as LCM-8's from a reserve assualt boat unit with only two to five feet of dredging. Twenty-seven convenient anchorages are available with easy access to fleet landing.

Future Requirements (cont.)

B. Encroachment (cont)

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? **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. **5**

c. Has the installation implemented noise abatement procedures? **Yes**

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed. **Airfield restricts jet traffic from flying over densely populated areas (jets remain south of parallel runways and east of the north south runway). Airfield traffic pattern restricts aircraft from overflying housing areas. Evening and weekend hours are carefully monitored.**

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. **Refer to answers in Question 9 and Attachments Land Use Charts.**

ATTACHMENT 1

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 determine compatibility percentages. Aerial photos may be available from local governments, USDA offices 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.

Future Requirements (cont.)

B. Encroachment (cont)

(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)?

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.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	1	0	130	0%
APZ I	1	0	345	0%
APZ II	1	0	482	0%
Primary				

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	7	0	180	0%
APZ I	7	0	345	55%
APZ II	7	180	440	100%
Primary				

Future Requirements (cont.)

3. Encroachment (cont)

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	19	50	130	0%
APZ I	19	600	345	100%
APZ II	19	250	482	100%
Primary				

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	25	0	180	0%
APZ I	25	0	345	0%
APZ II	25	0	440	0%
Secondary				

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.

DNL	Est Pop	Acres	% Incomp L-U
60-65*	N/A	N/A	N/A
65-75	900	5,575	9
75-80*	N/A	N/A	N/A
80+*	N/A	N/A	N/A

*** If available**

Future 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)?

Previous BRAC has not impacted the AICUZ footprint and presently there are no operational realignments planned that will affect the AICUZ footprint.

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

Local (Escambia County) Land Use Plans and Zoning Plans reinforce and are in accord with the AICUZ requirements and restrictions.

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

NAVFAC is reviewing AICUZ. ~~and is waiting on additional information concerning the T-45 Aircraft (which is replacing the T-2 Aircraft) prior to completion of the updated AICUZ. Expected completion of the updated AICUZ should occur by December 1994. Not much change is expected in the updated AICUZ.~~ Expect completion July 94

2
CNATRANS

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.
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
(3) AICUZ recommended development limits for APZ II
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
(8) Are real estate disclosure statements required by local communities? ✓

SEE ZONING ATTACHMENT CNATRANS

Future 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.

A developer has made a proposal to develop a golf course and low density residential community located West of NAS Pensacola within the AICUZ footprint. This development is planned in accordance with the AICUZ requirements and restrictions. Currently this development is being reviewed by OPNAV N44.

f. Has all clear zone acquisition been completed? **Yes, all clear zone aquisitions have been completed.**

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

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.

Currently there are no on-base facilities within the clear zone and APZ I. However,NAS Pensacola has a number of facilities located within APZ II. The majority of these facilities were constructed prior to the development and implementation of AICUZ. These facilities when evaluated as to relocation due to being sited within APZ II prove to be economically infeasible verses the low risk of accidental potential in APZ II.

Future Requirements (cont.)

C. 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?

FUEL: Yes. New fuel farm under construction has storage capacity of 3,948,000 gallons.
WAREHOUSE SPACE: Yes. Storage space at Bldg 3581 and 781 can accomodate any number of aircraft that air ops can support.
AIR OPS: Yes, but dependent upon waivers, financial constraints, and impact on local community (noise complaints).

2. What is the availability of off-installation acreage for possible future installation development?

There is land available adjacent to NAS Pensacola that can be purchased for future installation development and Bronson Field.

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. SEE PAGE 65a

Type of Facility or Capability	On Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	50,000	50,000	25,000	32,000
Water (GPD)	10,000,000	N/A	4,000,000	8,000,000
Sewage (GPD)	3,500,000	N/A	1,500,000	2,500,000
Natural Gas (CFH)	*500,000 **	*N/A*	*81,700*	*192,900*
Short Term Parking	*13,500*	*N/A*	*10,000*	*12,000*
High Temp.Water/ Steam Generation/ Distribution	325,000#/HR	N/A	25,000#/HR	120,000#/HR

** Using our main which is a 10 inch pipe, 60 PSIG supply pressure, and a 10 PSIG drop, a conservative estimate under present conditions would be 500,000 CFH.*

CNATRA N61 7/8/94

4. Are there any characteristics regarding your utility systems that should be considered?

ESA: There are no environmental characteristics to be considered.
PWC: The steam system is being down-sized due to reduced steam demand. In FY95 two 125,000#/HR boilers will be taken out of service, and 4 satellite boilers systems will be operating with a total capacity of 80,000#/HR. The large boilers could be returned to service but the distribution system could require extensive repair.

Future Requirements (cont.)

.. 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?

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There is land available adjacent to NAS Pensacola that can be purchased for future installation development and Bronson Field.

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 Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	50,000	50,000	25,000	32,000
Water (GPD)	10,000,000	N/A	4,000,000	8,000,000
Sewage (GPD)	3,500,000	N/A	1,500,000	2,500,000
Natural Gas (CFH)	*500,000 **	*N/A*	*81,700*	*192,900*
Short Term Parking	*13,500*	*N/A*	*10,000*	*12,000*
High Temp.Water/ Steam Generation/ Distribution	325,000#/HR	N/A	25,000#/HR	120,000#/HR

** Using our main, which is a 10 inch pipe, 60 PSIG supply pressure, and a 10 PSIG drop, a conservative estimate under present conditions would be 500,000 CFH.*

4. Are there any characteristics regarding your utility systems that should be considered?

ESA: There are no environmental characteristics to be considered.
PWC: The steam system is being down-sized due to reduced steam demand. In FY95 two 125,000#/HR boilers will be taken out of service, and 4 satellite boilers systems will be operating with a total capacity of 80,000#/HR. The large boilers could be returned to service but the distribution system could require extensive repair.

Future Requirements (cont.)

C. 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?

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WAREHOUSE SPACE: Yes. Storage space at Bldg 3581 and 781 can accomodate any number of aircraft that air ops can support.
AIR OPS: Yes, but dependent upon waivers, financial constraints, and impact on local community (noise complaints).

2. What is the availability of off-installation acreage for possible future installation development?

There is land available adjacent to NAS Pensacola that can be purchased for future installation development and Bronson Field.

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 Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	50,000	50,000	25,000	32,000
Water (GPD)	10,000,000	N/A	4,000,000	8,000,000
Sewage (GPD)	3,500,000	N/A	1,500,000	2,500,000
Natural Gas (CFH)	323,000	149,400	101,000	182,000
Short Term Parking	13,500	N/A	11,000	45,000
High Temp. Water/ Steam Generation/ Distribution	325,000#/HR	N/A	25,000#/HR	120,000#/HR

4. Are there any characteristics regarding your utility systems that should be considered?

ESA: There are no environmental characteristics to be considered.
PWC: The steam system is being down-sized due to reduced steam demand. In FY95 two 125,000#/HR boilers will be taken out of service, and 4 satellite boilers systems will be operating with a total capacity of 80,000#/HR. The large boilers could be returned to service but the distribution system could require extensive repair.

DATA CALL 20

Future Requirements

C. Ability for Expansion

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 Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	50,000	50,000	25,000	32,000
Water (GPD)	10,000,000	N/A [1]	4,000,000	8,000,000
Sewage (GPD)	3,500,000	N/A [1]	1,500,000	2,500,000
Natural Gas (CFH)	*500,000 **	*N/A [2]*	*81,700*	*192,900*
Short Term Parking	*13,500*	*N/A [3]*	*10,000*	*12,000*
High Temp.Water/ Steam Generation/ Distribution	325,000#/HR	*N/A [4]*	25,000#/HR	120,000#/HR

** Using our main which is a 10 inch pipe, 60 PSIG supply pressure, and a 10 PSIG drop, a conservative estimate under present conditions would be 500,000 CFH.*

[1] *N/A (Water and Sewage): Currently no capability (and no requirement) for "Off-Base Long Term Contracts." Utilities available in the community; however, would require construction of increased capacity in order to serve NASP.*

[2] *N/A (Natural Gas): Navy owns pipeline transportation of 5,000 decatherms/day or approx 208,000 CFH of uninterruptiple supply. Additionally, Navy has access to another 5,000 decatherms/day (uninterruptiple) owned by an Air Force Base in Louisiana and maintains 15,000 decatherms in storage. Under present contract, Navy requirements which exceed these quantities would be provided, but subject to interruption.*

[3] *N/A (Short Term Parking): There exists an unquantified capability for off-installation "Short Term Parking" (in the form of parking lots at nearby active and defunct shopping centers, etc.). Because there is no requirement, no long term contract has been explored.*

[4] *N/A (High Temp Water/Steam Generation/Distribution): No existing off-installation contract capability for these utilities.*

65 a - R (6/24/94)

Future 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 PENSACOLA (INCLUDES CORRY MALL)

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	2,500	1,980	200	320
Training	350	275	20	55
Research & Development	25	8	5	12
Supply and Storage	230	117	30	83
Admin	60	27	5	28
Housing	210	176	6	28
Recreational	650	580	20	50

ALL DATA EXCEPT TOTAL ACRES ARE APPROXIMATIONS

Site Location: OLF BRONSON

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	732	388	250 WETLANDS	94
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	366	366	0	0

ALL DATA EXCEPT TOTAL ACRES ARE APPROXIMATIONS.
OPERATIONAL AREAS ARE INACTIVE.

Site Location: OLF CHOCTAW

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	1,630	1,075	200	355
Training	0	0	0	0
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

ALL DATA EXCEPT TOTAL ACRES ARE APPROXIMATIONS.
OLF CHOCTAW IS LEASED FROM USAF.

Future 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

AIR OPS: Airfield is currently underutilized. Hangar and apron space will allow for greater aircraft numbers. Airport traffic and special use areas are likewise underutilized and can accommodate greater numbers of aircraft. Excellent location allows for year round training, weather figures substantiate this. Numerious other commands on base have further ability to expand and assist additional aircraft training units.

CTW-6: Comprised of outstanding airfield facilities, airspace availability, optimum climate, and docking for deep draft carriers, NAS Pensacola is the premiere training base in the Navy, because it is uniquely situated to accommodate all conceivable phases of training from primary to advanced strike and is, in fact, a favorite detachment site for fleet squadrons to conduct Joint Ops with the Air Force.

Weapons, gunnery, carrier qualifications, and all other phases of Flight Training have been conducted here. ~~and in the past and could easily be accommodated here in the future~~. ~~The current tempo of operations at NASP could be doubled without exceeding capacity and without any adverse effects on community and environment based upon historical data~~.

Manpower Implications

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? (circle) No

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adaquate /Permanent *	Number Substandard/ Semi-permanent	Number Inadequate/ Temporary
Officer	4+	55	55		
Officer	3	93	93		
Officer	1 or 2	16	16		
Enlisted	4+	84	84		
Enlisted	3	377	325	52	
Enlisted	1 or 2	260	114	146	
Mobile Homes					
Mobile Home lots		52			

(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:

* CNET 4 DAVIS 11 MAY 9

a. Facility Type/Code: **A/E**
b. What makes it inadequate/temporary? **Size - does not meet current minimum SF requirements for DOD family housing.**
c. What use is being made of the facility? **Housing**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **N/A**
e. What other use could be made of the facility and at what cost? **Low income public housing; $0**
f: Current improvement plans and programmed funding: **Vinyl siding, new roofing recently completed.**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **Yes C3**

Manpower 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[5]	Average Wait
O-6/7/8/9	1	N/A	
	2	N/A	
	3	N/A	
	4+	10	12 MOS
O-4/5	1	N/A	
	2	N/A	
	3	16	12-18 MOS
	4+	3	4-7 MOS
O-1/2/3/CWO	1	N/A	
	2	36	4-8 MOS
	3	6	0-2 MOS
	4+	5	4-8 MOS
E7-E9 *	1	N/A	
	2	93	4-8 MOS
	3	104	4-8 MOS
	4+	30	3-7 OS
E1-E6 *	1	N/A	
	2	N/A	
	3	N/A	
	4+	N/A	

* NAS PENSACOLA MAINTAINS ONLY ONE WAITING LIST FOR ENLISTED PERSONNEL WHICH COVERS E1-E9.

RJD
CNET N442
DAVIS
11MAY94

[5]As of 31 March 1994.

Manpower Implications (cont.)

A. Quality of Life (cont.)

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

82% Due to the limited SF in our inadequate quarters 18% of our housing units do not meet the basic amenity guidelines. The SF does not allow for adequate bulk storage, connections for washer and dryer, and upright freezer connections.

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	96.6%
Substandard/Semi-Permanent	89.4%
Inadequate/Temporary	

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? occupancy is under 98% (or vacancy over 2%), is there a reason?

Utilization rate for adequate quarters has improved to 98.4% as of 31 March 1994.
Utilization rate for substandard quarters had decreased to 78.8% as a result of rehabilitation of units.

(b) BEQ:

(1) Provide the utilization rate for BEQ's for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	90%
Substandard/Semi-Permanent	0
Inadequate/Temporary	0 *

R

** Utilization rate for Inadequate/Geographic Bachelor status is 73%*

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Occupancy will be higher in 1994 due to additional DOD Photo School students inhabiting an entire Permanent Party building. R

Manpower Implications (cont.)

Quality of Life (cont.)

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	71%
Substandard/Semi-Permanent	0
Inadequate/Temporary	0 *

R

** Utilization rate for Inadequate/Geographic Bachelor status is 92%*

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason? **Occupancy for 1994 will reflect a higher percentage due to one Transient building being under renovation for a 6 month period. Therefore, the available number of rooms have been temporarily reduced.** R

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new nits under construction? **Yes *** R

Units Under Renovation or Construction				
Type Unit (Family Housing/ BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
Family Housing	200	3 Bedroom	N/A	FY95
Family Housing	250	2/3/4 Bedroom	N/A	FY97

*** Units will be vacated on a rotational basis. It is anticipated that no more than 25 units will be vacated for purpose of renovation at any one time.**

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

Type Unit (Family Housing/ BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
BEQ (E1 - E4)	8 Buildings	108,506 SF each building	560 each building 4,480 total	1997
BEQ (E5 - E6)	1 Building	250,000 SF	450	1997
Family Housing	76	2 Bedroom	950 SF	FY97
Family Housing	40	3 Bedroom	1,250 SF	FY97

Manpower Implications (cont.)

1. Quality of Life (cont.)

2. For on-installation MWR facilities[6] 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 PENSACOLA FL **DISTANCE** N/A

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	24	N/A
	Outdoor Bays	N/A	
Arts/Crafts	SF	1,920	N/A
Wood Hobby	SF	N/A	
Bowling	Lanes	24	Y
Enlisted Club	SF	11,600	Y
Officer's Club	SF	31,196	Y
Library	SF	4,800	N/A
Library	Books	22,823	N/A
* Theater	Seats	~~N/A~~ 1500	N/A
ITT	SF	1,248	N/A
* Museum/Memorial	SF	N/A	
Pool (indoor)	Lanes	N/A	
Pool (outdoor) (1)	Lanes	18	N/A
Beach	LF	1,000	N/A
Lake	Each	N/A	
Tennis CT (2)	Each	15	N/A
RECREATION CTR - ENLISTED	~~EA~~ SF	11,600	YES

CNATRA N6 ltr Bl. CNET N4 5-11-94

*** While not an MWR facility, a theater does exist for training purposes.**

*** While not an MWR facility, NAS Pensacola is home to the National Museum of Naval Aviation.**

THE RECREATION CENTER/ ENLISTED, INCLUDES A BAR/ ITALIAN FAST FOOD AREA, AND GAME ROOM.

Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Manpower Implications (cont.)

A. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	6	N/A
Basketball CT (outdoor)	Each	N/A	
Racquetball CT (indoor/outdoor)	Each	5	N/A
Squash CT	Each	N/A	
Golf Course (3)	Holes	54	Y
Driving Range	Tee Boxes	33	Y
Gymnasium	SF	33,000	N/A
Fitness Center	SF	8,080	N/A
Marina (4)	Berths	209	Y
Stables	Stalls	N/A	
Rod and Gun Club/Range	Each	N/A	
Softball Fld	Each	7	N/A
Football Fld (5)	Each	2	N/A
Soccer Fld (5)	Each	2	N/A
Youth Center	SF	23,328	N/A
Lighthouse Point All Hands Club	SF	16,426	Y
Bayshores Restaurant and Lounge	SF	6,700	N
Additional Location at NEX Mall opens June 94	SF	2,000	

NOTES:

1. Pools breakdown = Officers 2 (6 lanes); Enlisted 1 (6 lanes).
2. Total includes 2 indoor tennis courts in Bldg 632.
3. Golf Course breakdown - 27 Championship Holes, 18 Executive Length, and 9 holes Par Three located of-base at Saufley Field.
4. Marinas breakdown = Sailing Marina 166 wetslips, Powerboat Marina 43 wetslips with 50 additional slips to open September 1994.
5. Football and Soccer share same 2 fields.

Other facilities not listed:

Campground/RV Park/12 Rental Cabins 4-mile Fitness Trail
Family Picnic Center Waterfront Area 3 Little League Ballfields

Manpower Implications (cont.)

A. Quality of Life (cont.)

3. Is your library part of a regional interlibrary loan program? **No**

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			# of PN on Wait List	Avg Wait (Days)
		Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary		
0-6 Mos	13	800			36	180
6-18 Mos	20	700			15	90
18Mos-5yrs	178	6,230 (1)			18 (2)	0

NOTES:
1. Two classroom expansion (46 children, 1,610 SF) due to open July 1994.
2. These children are on our waiting list because their siblings are in need of infant care (we are full) in order for them to register.

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:
- What makes it inadequate/temporary?
- What use is being made of the facility?
- What is the cost to upgrade the facility to substandard/semi-permanent?
- What other use could be made of the facility and at what cost?
- Current improvement plans and programmed funding:
- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

After Family Home Care, we recommend the services of West Florida Child Care Services (This referral organization is sponsored by the State of Florida).

Manpower Implications (cont.)

A. Quality of Life (cont.)

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs).

NTTC Corry Station Child Development Center (45 children, 0-5 yrs).

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty	
Exchange	SF	89,220	
Gas Station	SF	3,600	
Auto Repair	SF	7,330	
Auto Parts Store	SF	6,550	
Commissary	SF	41,100	
Mini-Mart	SF	18,428	
Package Store	SF	Combined with Mini-Mart	
Fast Food Restaurants	Each	10	R
Bank/Credit Union	Each	1 Bank 1 Credit Union	
Family Service Center	SF	8,625	
Laundromat	SF	628	
Dry Cleaners/Tailor Shop	Each	4	R
Alcohol Rehabilitation Center	PN	0	
Chapel	PN	11	
FSC Classroom/ Auditorium	PN	20	
FSC Conference Room	PN	15	
American Red Cross	PN	3	
Personalized Services	SF	7,608	

Manpower Implications (cont.)

A. Quality of Life (cont.)

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Pensacola, FL	6
Tallahassee, FL	172
Mobile, AL	56
New Orleans, LA	176

Manpower Implications (cont.)

A. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	24.70	13.82
E2	24.70	15.83
E3	12.40	9.14
E4	37.43	26.12
E5	40.16	28.04
E6	30.73	20.92
E7	33.48	23.25
E8	14.87	11.24
E9	25.26	19.17
W1	70.84	53.80
W2	36.90	28.94
W3	49.33	40.10
W4	42.78	39.73
O1E	20.76	15.03
O2E	28.55	22.77
O3E	40.08	33.91
O1	34.89	25.71
O2	0.00	0.00
O3	55.31	46.56
O4	33.97	29.54
O5	90.39	74.75
O6	145.67	120.57
O7	74.18	60.27

BRANCH MEDICAL CLINIC
NAVAL AIR STATION PENSACOLA
BRAC DATA CALL #20 INPUT

POC: NAVHOSP PENSACOLA
LCDR R. LEFFERTS, MSC, USN
Telephone (904) 452-6079

A. TRAINING

A.2. Unit that trains at this installation: Naval Reserve Naval Hospital Pensacola Unit 108 (NR NH PCOLA 108) - Contributory Support.

A.3. Requirements to support training of other service components: NR NH PCOLA 108, Building 360, Contributory Support, Bi-monthly.

E. OTHER SUPPORT

E.1. Role in disaster assistance: The Director, Branch Medical Clinic, NAS Pensacola serves on the Disaster Preparedness Committee at NAS Pensacola and is a key player in all mass casualty and disaster drills held at NAS Pensacola. This includes search/rescue and local evacuation plans. Reference: NASP OPLAN 90.

E. SPECIAL MILITARY FACILITIES

E.5 Routine referral of patients: Podiatry, Occupational Health, Flight Medicine, Optometry.

E.6. Unique missions: Occupational Health, Radiation Health Officer.

I. FACILITIES

I.1. Other airfields

Name: Naval Hospital Pensacola Helicopter Pad
Use: Medical evacuation/rotor only
Distance: 3 miles from NAS Pensacola

I.2. Other military facilities

Name: Naval Hospital Pensacola
Use: Medical care
Distance: 3 miles from NAS Pensacola

~~2 certifications attached~~

Post-it™ brand fax transmittal memo 7671 | # of pages ▸ 8
To LCDR Edwards | From LCDR Leffers
Co. NAS Pensacola | Co. NAVHOSP Pensacola
Dept. Admin Dept | Phone # 453-6079
Fax # 452-3699 | Fax # 452-6927
(Hard copy in Monday Yard mail)

Encl (4)

REV 5/10/94

ATTACH B

22 April 94

N.A.S. BRAC DATA CALL #20: NAMRL N66452

MISSION REQUIREMENTS

Question D.6: Are any new military missions planned for this installation?

Answer: Our current mission statement as noted below will remain the same.

MISSION STATEMENT:

The mission of the Laboratory is to conduct research, development, test, and evaluation in aviation medicine and the allied sciences to enhance the health, safety, and readiness of Navy and Marine Corps personnel in the effective performance of peacetime and contingency missions, and to perform such other functions or tasks as may be required by higher authority.

Question E.3: Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

Answer: No new civilian or other non-DoD missions are planned for NAMRL.

FACILITIES

Question I.2: What other military facilities in the vicinity are/could be used to support the installation and tenant's mission?

Answer: The "Aeromedical Research Laboratory" at Fort Rucker, Alabama conducts medical research in aviation and could provide limited support.

Military Facility Name:	Aeromedical Research Laboratory
Actual/Proposed Use:	Life Science Research
Distance:	300 miles R/T

REV

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/754

06 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

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (1) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Pages 41, 41-a, and 43)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/6/94
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. DRENNAN
NAME

Signature

Acting
Title

12 OCT 1994
Date

STATION REVISIONS OF 9/27/94, PAGES 41,41A & 43

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

9/27/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

30 Oct 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Encl (5)

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

R. P. OWEN, CDR, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER, ACTING
Title

9-27-94
Date

NAVAL AIR STATION PENSACOLA
Activity

Pages:
41 R (9/27/94)
41-a R (9/27/94)
43 R (9/27/94)

Command: **NAS Pensacola**

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

Signature

Acting
Title

13 MAY 94
Date

CNET
Activity

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

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

J. B. GREENE Jr
NAME

Signature

ACTING
Title

6/8/94
Date

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M.C. VOGT, CAPT USN
NAME (Please type or print)

Signature

COMMANDER
Title

4/29/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

9 MAY 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

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

WTR Bogle
Signature

COMMANDING OFFICER
Title

4/29/94
Date

NAVAL AIR STATION PENSACOLA
Activity

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

228

11000
Ser OOR/297
20 JUN 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

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (1) of reference (a).

C. R. GIMBEL
By direction

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Pages 36 and 65)

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

MAJOR CLAIMANT LEVEL

R. K. U. KIHUNE
NAME

Signature

CNET
Title

20 JUN 1994
Date

CNET
Activity

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

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

P.W. DEENNON
NAME

Signature

ACTING
Title

6/24/94
Date

Encl (1)

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M.C. VOHT CAPT USN
NAME (Please type or print)

Signature

COMMANDER
Title

5/27/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

C. L. REYNOLDS, CAPT, USN
~~P. R. STATSKEY, CAPT, USN~~
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

15 JUNE 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

1 1 JUN REC'D

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

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

W T R. Bogle
Signature

COMMANDING OFFICER
Title

2 MAY 1994
Date

NAVAL AIR STATION PENSACOLA
Activity

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Pages 41-a, 42, and 42-a)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT	T W Wright
NAME	Signature
CNET	9-23-94
Title	Date
CNET	
Activity	

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

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

W. A. EARNER	W A Earner
NAME	Signature
	10/5/94
Title	Date

WC

Encl (1)

NAS PENSACOLA UIC 00204
STATION REVISIONS OF 9/7/94, PGS 41A,42 & 42A

REVISION TO BRAC-95 DATA CALL 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

M. C. VOGT, CAPT, USN	MCVogt
NAME (Please type or print)	Signature
COMMANDER	9/8/94
Title	Date
TRAINING AIR WING SIX	
Activity	

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN	WBHayden
NAME (Please type or print)	Signature
CHIEF OF NAVAL AIR TRAINING	19SEP94
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)

	NBaum
NAME (Please type or print)	Signature
	10/5/94
Title	Date

REVISION TO BRAC-95 DATA CALL 20 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

9/7/94
Date

NAVAL AIR STATION PENSACOLA
Activity

PAGES:
41-a R (9/7/94)
42 R (9/7/94)
42-a R (9/7/94)

227

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/822
27 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Pensacola

1. Reference (a) certified and forwarded 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 Pensacola**

Data Call Number Nineteen Revisions
(Pages 81 and 82)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/20/94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

WAEarner
Signature

Title

11/9/94
Date

NAS PENSACOLA UIC 00204
STATION REV OF 10/18/94 OF PGS 81 & 82

BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

10/19/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

25 OCT 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

AMENDMENT TO BRAC-95 DATA CALL NUMBER 19 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

18 OCT 1994
Date

COMMANDING OFFICER
Title

NAVAL AIR STATION PENSACOLA
Activity

Pages:
81 R (10/18/94)
82 R (10/18/94)

222

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/823

27 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

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (1) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Pages 41, 41-a, 42, and 43)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/27/94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

WAEarner
Signature

Title

11/9/94
Date

NAS PENSACOLA UIC 00204
STATION REV OF 9/28/94 OF 41, 41a, 42 & 43

REVISION TO BRAC-95 DATA CALL 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

10/17/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

25 OCT 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

9/28/94
Date

NAVAL AIR STATION PENSACOLA
Activity

Pages:
41 R (9/28/94)
41-a-R (9/28/94)
42 R (9/28/94)
43 R (9/28/94)

228

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/831

31 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

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (1) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Pages 23, 24, 71, 72, and 76)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

Signature

Acting
Title

10/31/94
Date

CNET
Activity

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

W. A. EARNER
NAME

Signature

Title

11/3/94
Date

Encl (1)

NAS PENSACOLA UIC 00204
STATION REVISION OF 9/12/94, PGS 23, 24, 71, 72 & 76

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

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

NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U.S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

10/21/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING
Title

27 OCT 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL NUMBER 20 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

TIMOTHY THOMSON, CAPT, U.S. NAVY
NAME (Please type or print)

Tim Thom
Signature

COMMANDING OFFICER
Title

10/20/94
Date

NAVAL AIR STATION PENSACOLA
Activity

Pages:
23 R (9/12/94)
24 R (9/12/94)
71 R (9/12/94)
72 R (9/12/94)
76 R (9/12/94)

NAS PENSACOLA UIC 00204
STATION REVISIONS OF 9/12/94, PAGES 23,24,71,72 & 76

REVISION TO BRAC-95 DATA CALL 20 CERTIFICATION

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NEXT ECHELON LEVEL (if applicable)

MICHAEL C. VOGT, CAPT, U. S. NAVY
NAME (Please type or print)

Signature

COMMANDER
Title

9/21/94
Date

TRAINING AIR WING SIX
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

URBAN AREA LAND USE REGULATIONS

ESCAMBIA COUNTY, FLORIDA

ORDINANCE NO. 89-27

NAS PENSACOLA
BRAC95
DATA CALL #20

FEATURES AND CAPABILITIES
B. ENCROACHMENT
QUESTION 8.B

ATTACHMENT 1

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

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

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

URBAN AREA LAND USE REGULATIONS
DISTRICTS

R-1 Single Family District, Low Density (0-4 DU's/acre)

A. Uses Permitted

1) Single-family dwellings and their customary accessory structures and uses.

2) Home occupations.

3) The growing of vegetables or other food crops is permitted as long as the primary purpose for such activity is to provide for personal consumption by the resident and his or her family. The raising of crops or other plants for the primary purpose of commercial retail sales is prohibited.

4) Public utility and service structures including but not limited to water, sewer, with the exception of wastewater treatment facilities, electric power, fire and police uses.

B. Special Exceptions

1) Guest Residences of no more than one guest residence per dwelling unit (DU) per lot. Mobile Homes utilized as guest residences of up to two per dwelling unit (DU) per lot (minimum lot size of 3/4 acre required for one mob home or a minimum of 2 acres required for two mobile h utilized as guest residences) providing that the follo criteria is met.

Criteria

In addition to the special exception criteria contained in Article VIII, Section 2, of Ordinance Number 89-27, as amended, a request for a special exception for mobile home(s) as guest residence(s) in R-1 Districts must conform to the following criteria:

a. The applicant must reside in the principal residence on the lot, parcel, tract where the mobile home(s) as guest residences are requested;

b. The lot, parcel, or tract must contain at least two acres in order for two mobile homes to be utilized as guest residences; otherwise, only one mobile home will be allowed as a guest residence;

c. The mobile home(s) must be utilized truly as guest residences and must be exclusively used for housing members of the immediate family of the owner of the principal residence;

d. The mobile home(s) must be of a similar or simulated exterior finish material that is in general keeping with the principal residence and the neighborhood;

e. The mobile home(s) must be completely skirted, tied down, and meet all other building and sanitary code requirements of the County;

f. The mobile home(s) must meet all other zoning setba and requirements; and

g. The applicant must submit a scaled site plan showing conformance with items (a) through (h) contained in Paragraph 4) of Article VIII, Section 2, of Ordinance Number 89-27, as amended.

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

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

3) Country clubs and their customary accessory uses.

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

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

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

7) Churches with attendant buildings and facilities.

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

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

10) Wastewater treatment facilities.

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

A. Uses Permitted

1) Any use permitted in the preceding district.

B. Special Exceptions

1) Any special exception allowed in the preceding district.

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

A. Uses Permitted

1) Any use permitted in the preceding district.

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

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

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

B. Special Exceptions

1) Any special exception allowed in the preceding district.

2) Mobile homes utilized as guest residences.

R-4 Multiple-Family District, (Cumulative) Medium High Density (0-13 DU's/acre)

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Multi-family dwellings, including single-family attached dwellings including dulexes and townhouses.

3) Boarding and lodging houses.

4) Dormitories, fraternity and sorority houses.

5) Nursing homes, rest homes, convalescent homes, adult congregate living facilities, kindergartens, child care centers and foster care centers.

6) Zero Lot Line Development Projects (See Article V Section 12).

7) Churches with attendant buildings and facilities.

B. Special Exceptions

1) Any special exception allowed in the preceding districts.

2) Hospitals and clinics, (except animal hospitals and clinics).

3) Private Marina.

R-5 Urban Residential/Limited Office District, Cumulative) High Density (0-20 DU's/acre)

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Offices such as those of architects, engineers, lawyers, tax consultants, accountants and medical and dental clinics, real estate and insurance offices.

3) Mobile Homes as single-family residences.

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

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

B. Uses Prohibited

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

C. Special Exceptions

1) Any special exception allowed in the preceding districts.

2) Cemeteries, Mausoleums and Crematoriums.

3) Enclosed Animal Hospitals and Clinics.

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

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

A. Uses Permitted

1) Any use permitted in the preceding district.

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

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

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

4) Restaurants.

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

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

7) Mobile Home Subdivision/Parks.

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

B. Special Exceptions

1) Any special exceptions allowed in the preceding districts.

2) Drive-Thru Restaurants.

C-1 Retail Commercial District (Cumulative)

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Strip Shopping Centers.

3) Taverns, cocktail bars and nightclubs.

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

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

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

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

8) Automobile service stations including minor auto repair.

9) Automobile washing facility.

10) Hotels and Motels.

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

12) Florist shops.

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

14) Health and fitness clubs.

15) Hospitals.

16) Printing, bookbinding, lithography and publishing companies.

17) Interior decorating, home furnishing, and furniture stores.

18) Music conservatory, dancing schools and art studios.

19) Music, radio and television shops.

20) Retail paint and wallpaper stores.

21) Mortuary and funeral homes.

22) Dry Cleaning establishments provided that equipment used emits no smoke or escaping steam and uses non-flammable synthetic cleaning agents (perchloroethylene, tricholoroethylene, etc.)

23) Indoor Movie Theaters.

24) Enclosed Animal Hospitals and Clinics.

25) Campgrounds.

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

27) Boat sales and service facilities.

28) Mini warehouses.

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

30) Recreational and Commercial Marina.

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

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

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

B. Special Exceptions

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

2) Automobiles Sales, subject to the following conditions:

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

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

C-2 General Commercial District (Cumulative)

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Mall shopping centers.

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

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

5) Distribution warehousing.

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

7) Mechanical garage with body work and painting services.

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

9) Animal Kennels provided that 75% of the property owne within a radius of 300 feet of the property on which t kennel is located have given their written consent to t kennel.

10) Commercial Food Freezers and Commercial Bakeries.

11) Building Trades Construction office and warehouses with onsite storage.

12) Industrial Marina.

13) Cabinet Shop.

14) Manufacturing, fabrication and assembly type operations which are contained and enclosed within the confines of a building and do not produce excessive noise, vibration, dust, smoke, fumes or excessive glare.

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

B. Special Exceptions

1) Any special exception allowed in the preceding district.

ID-1 Light Industrial District (Cumulative)

A. Uses Permitted

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

2) Research and development operations, towers, light manufacturing, processing or fabricating uses, enclosed storage structures and accessory structures and activities (Requires Zoning Board of Adjustment approval).

3) Commercial businesses with outside storage other than garden shops or nurseries.

4) Junk Yard.

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

B. Special Exception

1) Any special exception allowed in preceding districts.

2) Borrow pits.

ID-2 General Industrial District (Non-Cumulative)

A. Uses Permitted

1) Any use not permitted in ID-1 Light Industrial Distri No Land Use Certificate shall be issued until the use a the location have been approved by the Board of County Commissioners.

B. Uses Prohibited

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

S-1 Outdoor Recreational District (Non-Cumulative)

A. Uses Permitted

1) Golf Courses.

2) Country Clubs and their customary accessory uses.

3) Bird and Wildlife Sanctuaries.

4) Public Utilities and Service Structures.

5) Parks and Greenbelt areas.

B. Uses Prohibited

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

2) Mobile (Residential) Homes.

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

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

A. Uses Permitted

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

2) The growing of crops and plants.

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

4) Home occupations.

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

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

7) Campground facilities.

8) Horticulture, floraculture and greenhouses.

9) Mariculture and aquaculture.

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

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

12) Public utility and service structures including but no limited to water and sewer facilities.

13) Silviculture.

B. Special Exceptions

1) Public riding stables.

2) Kennels, Animal

3) Keeping of domestic animals; pastoral feedin permitted, confinement feeding prohibited.

4) Animal Hospitals and Clinics.

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

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

AG Agricultural District (Non-Cumulative) Low Density (2 DU/3 Ac)

A. Uses Permitted

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

2) Silviculture.

3) Mariculture and Aquaculture.

4) Single-family residences.

5) Campground and Recreational Vehicle Parks.

6) Public Utilities and Service Structures.

7) Stables, private and public.

8) Animal hospitals, clinics and kennels.

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

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

11) Churches with attendant building and facilities.

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

13) Private clubs and lodges.

14) Guest Residences.

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

B. Uses Prohibited

1) Two-family and Multi-family dwellings.

C. Special Exceptions

1) Hunting preserve.

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

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

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

A. Uses Permitted

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

2) Home occupations.

3) Horticulture, floriculture and greenhouses.

4) Mariculture and aquaculture.

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

6) The growing of crops and plants.

7) The keeping of horses and private stables.

8) Silviculture.

9) Major public utility and service structures.

B. Special Exceptions

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

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

3) Public riding stables

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

5) PUD/SDD.

Planned Unit Development-SDD-Special Development District

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

Residential Uses:

a. Single Family Dwelling

b. Two Family Dwelling

c. Multi-Family Dwellings including Townhomes.

Commercial Uses:

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

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

f. Strip shopping centers.

g. Taverns, cocktail bars and nightclubs.

h. Personal service establishments such as, but no limited to, banks, barber shops, beauty parlors medical and dental clinics, restaurants includin on-premise consumption of alcohol, financial institutions, professional and other offices, shoe repair, tailoring, watch and clock repair, locksmiths and data processing.

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

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

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

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

m. Health and fitness clubs.

n. Hospitals and clinics.

o. Interior decorating, home furnishing and furniture stores.

p. Music conservatory, dancing schools and ar studios.

q. Music, radio and television shops.

r. Indoor Movie Theaters.

s. Campgrounds.

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

u. Boat sales and service facilities.

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

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

x. Hotels and Motels. No maximum density limits; however, all applicable lot coverage provisions (herein stated) and all other applicable regulations which apply to such developments must be complied with.

y. Automotive Repair.

Airport Environs Area A (0-2 DU's/acre)

1. Uses Permitted.

A. Single family dwellings and their customary accessory structures and uses. Mobile (residential) homes are prohibited except for replacement of an existing mobile

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

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

C. Highways and street rights-of Way.

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

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

F. Silviculture, within height constraints.

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

1. Uses Permitted.

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

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

C. Railroads and Rapid Transit, on grade.

D. Highways and street rights-of-way.

E. Automobile Parking.

F. Communications Facilities.

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

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

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

J. Water based recreation. Clubhouses are not permitted.

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

L. Forestry activities.

2. Special Exceptions.

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

B. Industrial and manufacturing uses of the following types:

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

C. Commercial and retail sales.

1) Wholesale trade.
2) Building material.
3) Hardware.
4) Farm equipment.
5) Auto, marine craft, aircraft and accessories.

D. Repair services.

E. Automobile service stations.

F. Contract construction services.

G. Cemetaries. Memorial chapels are not permitted.

H. Business services.

I. Fishing activities.

J. Mining activities.

Airport Environ Area B2 (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 are.

B. Livestock farming.

Airport Environ Area B1 (0-3 DU's/acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

B. Nature exhibits.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

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.

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.

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

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Industrial and manufacturing uses of the following types:

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

C. Commercial and retail sales.

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

D. Finance, insurance and real estate services.

E. Personal services.

F. Professional services.

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

1. Permitted Uses.

A. Any use permitted in the preceding area.

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

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Livestock farming.

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

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

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

1. Permitted Uses.

   A. Any use permitted in the preceding area.

2. Special Exceptions.

   A. Any special exception allowed in the preceding area.

Airport Environ Area 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.

   E. Golf courses and riding stables with clubhouses and customary accessory buildings.

   F. Water based recreation with clubhouses and customary accessory buildings.

   G. Playgrounds and neighborhood parks are not permitted in this area.

   H. Nature exhibits are not permitted in this area.

   I. Livestock farms are not permitted in this area.

2. Special Exceptions.

   A. Any special exception allowed in the preceding area.

   B. Hotels and motels (governed under lot coverage provisions as to density).

   C. Industrial and manufacturing uses of the following types:

      1) Apparel and other finished products made from fabrics, leather and similar materials.
      2) Chemicals and allied products.
      3) Petroleum refining and related industries.
      4) Rubber and miscellaneous plastic products.
      5) Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks.

   D. Eating and drinking establishments.

   E. Medical and other health services.

   F. Memorial chapels.

   G. Resorts and group camps.

Airport Environ Area 2 (0-3 DU's/acre)

1. Permitted Uses.

   A. Any use permitted in the preceding area.

   B. Educational services.

   C. Playgrounds and neighborhood parks.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Auditoriums, concert halls.

C. Outdoor sports arenas, spectator sports.

D. Livestock farms.

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

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Nature exhibits.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

TABLE OF CONTENTS

SUBJECT		PAGE
Preamble		1
Article I	Short Title	1
Article II	Enactment and Authority	1
Article III	Jurisdiction	2
Article IV	Purpose and Intent	2
Article V	Definition of Terms	3
Article VI	District, Boundaries, Land Use Map Lots of Record	15
Section 1	District Nomenclature	15
Section 2	R-1 Single-Family District, Low Density (0-4 DU's/acre)	17
Section 3	R-2 Single Family District, Low Medium Density (0-7 DU's/acre)	18
Section 4	R-3 One and Two-Family District, Medium Density (0-10 DU's/acre)	19
Section 5	R-4 Multiple-Family District, Medium High Density (0-18 DU's/acre)	21
Section 6	R-5 Urban Residential/Limited Office District, High Density (0-20 DU's/acre)	23
Section 7	R-6 Residential Neighborhood Commercial District, High Density (0-25 DU's/acre)	24
Section 8	C-1 Retail Commercial District	26
Section 9	C-2 General Commercial District	28
Section 10	ID-1 Light Industrial District	30
Section 11	ID-2 General Industrial District	32
Section 12	S-1 Outdoor Recreational District	33
Section 13	R-R Rural Residential District	33
Section 14	AG Agricultural District	34
Section 15	SDD Special Development District	36
Section 16	Airport Land Use	45
Part I	Findings	45
Part II	Applicability	45
Part III	Definitions	46
Part IV	Height Limitations	49
Part V	Airport Environs, Uses and Site and Building Requirements	55
Part VI	Uses Interfering with Aircraft	69
Part VII	Nonconforming Uses	70
Part VIII	Platted Property	71
Part IX	Land Use Certificate	71
Part X	Special Approval	73
Part XI	Zoning Board of Adjustment	73
Part XII	Remedies	76
Article VII	General Regulations	76

ORDINANCE NO. 89-27

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

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

89 AUG 21 PM 4:53
TALLAHASSEE, FLORIDA

ARTICLE I

SHORT TITLE

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

ARTICLE II

ENACTMENT AND AUTHORITY

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

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

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

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

ARTICLE III

JURISDICTION

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

ARTICLE IV

PURPOSE AND INTENT

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

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

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

3) Secure safety from fire and other dangers;

4) Promote health and the general welfare;

5) Provide adequate light and air;

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

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

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

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

10) Promote orderly growth and economic development.

ARTICLE V

DEFINITION OF TERMS

The following terms, phrases, words and their derivation shall have the meaning given herein when not inconsistent with the context. Words used in the present tense include the future; words in the plural number include the singular number; and words in the singular number shall include the plural number. The word "shall" and "will" are mandatory and the word "may" is permissible.

1) Abutting Property. Any property that is immediately adjacent to or contiguous to property that may be subject to any hearing required to be held under these Regulations or that is located immediately across any public road or right-of-way from the property subject to any hearing under these Regulations.

2) Accessory Structures and Uses. A subordinate and incidental use to the principal use.

3) Adult Congregate Living Facility. A facility as defined by Section 400.402(2), Florida Statutes.

4) Alcoholic Beverage. A liquid brewed or distilled for human consumption containing more than one percent alcohol by weight.

5) Alley. A private or public way which affords a secondary means of access to the property abutting thereon.

6) Animal Hospital. An establishment where animals or pets given medical or surgical treatment and the boarding of ani is limited to short term care incidental to the hospital us

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

8) Apartment House. See Dwelling, Multiple.

9) Architect. A person registered and currently licensed to practice architecture in the State of Florida.

10) Automobile. See Motor Vehicle.

11) Automobile Court. See Motel.

12) Auto Rental Service. Establishment primarily engaged in renting or leasing passenger automobiles.

13) Automobile Service Stations. Buildings and premises catering principally to automobiles, where gasoline, oils and greases, batteries, tires and automobile accessories may be supplied and dispensed at retail.

14) Automobile Wrecking Yard. Any lot upon which two or more inoperative autos are located, which autos are not actively under repair.

15) Basement. A portion of a building located partly or wholly underground, but having more than half its clear floor-to-ceiling height below the average grade of the adjoining ground.

16) Board of Adjustment. A board which is authorized to per certain functions (Also known as Escambia County Zoning of Adjustment). See Article VIII.

17) Board of County Commissioners (BCC). The Escambia County Board of County Commissioners.

18) Boarding House. A dwelling used for the purpose of providing, for a fee, meals, lodging or both to persons other than members of the family occupying such dwelling.

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

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

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

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

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

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

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

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

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

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

29) Bulkhead. A structure or partition constructed at least 1 feet landward of mean high water, designed to retain or preven sliding of the land at time of construction.

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

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

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

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

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

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

35) Clinic. An establishment where patients who are not lo overnight are admitted for treatment and examination by one a group of persons practicing any form of healing or hea related service which is lawful in the State of Florida.

36) Club. Buildings, facilities and property owned and operated by a corporation or association of persons for social or recreational purposes, including those organized chiefly to promote friendship and welfare among its members, but not operated primarily for profit or to render a service which is customarily carried on as a business.

37) Commercial Use. Activity carried out for monetary gain.

38) Confinement Feeding. Container or trough feeding of confined domestic animals or intense pastoral feeding degrading the pasture below maintenance levels.

39) Contiguous. Next to, abutting, or touching a common boundary, or portion thereof, which is coterminous, or to share a common property line.

40) County. Escambia County, Florida.

41) Crematorium. An establishment housing a furnace for cremating.

42) Cumulative. Increasing by successive additions; cumulative zoning districts allow uses permitted in the more restrictive districts as well as uses permitted in the specific district adjacent to the more restrictive district. (i.e. All uses permitted in R-1, R-2 and R-3 are also permitted in an P District, in addition to those uses specifically permitted the R-4 District).

43) Dimension Variance. A departure from the terms of this Ordinance pertaining to height, width, depth and area of structures and size of yards and open spaces where such departure will not be contrary to the public interest and where conditions are peculiar to the property because of its size, shape or topography, and not the result of actions of the applicant.

44) Discharge Area (Groundwater). An area in which subsurface water is released to the land surface.

45) District. Any section of the certain described area of Escambia County to which these Regulations apply and within which the land use regulations are uniform.

46) Density. The number of dwelling units per acre of land (DU/Ac).

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

48) Dormitories. A room, apartment, or building containing sleeping accommodations operated for the use of students enrolled in an educational institution.

49) Drive-In Restaurants. An establishment where food is served to persons in vehicles for consumption on premises.

49.1) Drive-Thru Restaurants. An establishment whose princip business is the sale of pre-prepared or rapidly prepared f directly to the customer in a ready-to-consume state consumption either within the restaurant building or premises.

50) Dry Cleaners. An establishment where the process of removing stains from wearing apparel, textiles, fabrics, rugs, etc. is carried on. It may include the process of dyeing clothes or fabrics.

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

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

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

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

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

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

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

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

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

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

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

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

63) Filling Station. See Automobile Service Station.

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

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

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

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

68) Fraternities. See Club.

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

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

71) Garage, Mechanical. Buildings where the services of automobile service station may be rendered, i.e. maintenan service and repair of automobiles, not to include body wo painting, storage for purpose of using parts, or any oth activity which may be classified as a junk yard.

72) Garage, Storage. A building designed or used for the storage of automobiles. Services other than storage shall be limited to refueling, lubrication, washing, waxing and polishing.

73) Government Uses and Structures. Any land, building or use that is owned and operated by the city, county, state or federal government, and over which such government exercises direct and complete control.

74) Grade. The average elevation of the ground adjoining a building or structure on all sides.

75) Greenbelt Area. An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

76) Groin. A shore protection structure built (usually perpendicular to the shoreline) to trap littoral drift or retard erosion of the shore.

77) Guest Residences. Living quarters within a detached accessory building located on the same lot or parcel of land as the principal building and used exclusively for housing members of the immediate family of the owner of the principal building. mobile home may be used as a guest residence where permitted these Regulations.

78) Guest (Tourist) Home. A private dwelling in which transient sleeping accommodations for motor tourists or travelers are provided for compensation.

79) Habitable First Floor. The first floor usable for living, which includes working, sleeping, eating, cooking or recreation, or any combination thereof. A floor, basement or cellar used only for storage purposes is not a habitable floor.

80) Homeowners Association. An organization created for the purpose of owning, maintaining, and operating common facilities within a development to enhance and protect the owners' common interest. A community association is usually referred to as a homeowners association in a cluster development or planned unit development (PUD), and as a condominium association in a condominium development. A condominium association differs from other community associations in that it does not actually hold title to common property or facilities; such property and facilities are held by individual condominium unit owners on a proportional undivided basis.

81) Home Occupation. Any use conducted entirely within a dwelling or accessory building and carried on by an occupant thereof, for gain, which use is clearly incidental and secondary to the use of the dwelling for dwelling purposes and which does not change the character of said dwelling, accessory building or neighborhood.

82) Hospital. A building where medical and surgical diagnosis or treatment is available to persons under the care of qualif' medical personnel.

83) Hotel/Motel Unit. One or more rooms designed to be used rented for sleeping purposes by transient guests.

84) Hotel. A building containing guest rooms designed to be used or rented for sleeping purposes transient guests.

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

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

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

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

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

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

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

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

93) Lodging House. See Boarding House.

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

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

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

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

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

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

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

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

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

99) Major Street Plan. A plan for existing or proposed tra thoroughfares for Escambia County, Florida.

100) Major Utility and Service Structure. A major utility or service structure shall be defined as a sewer treatment plant (including package treatment facility), sewage pumping station or lift station with a minimum capacity of 1,000 gallons per minute, elevated water storage tank, water supply wells, generating stations for electricity, gas pumping stations, any type of utility sub-station, and service centers.

101) Marina (Recreational and Commercial). Public facilities located adjacent to a public navigable waterway and which are provided with slips and/or moorings for securing, servicing or repairing of watercrafts, but excluding industrial craft. Major repairs, such as construction or rebuilding of boats, installations of new bottoms or substantial structural additions or alterations, are prohibited as they are industrial activities.

102) Marina (Industrial). Facilities located adjacent to a public navigable waterway and which are provided with slips and/or moorings for major repairs such as construction or rebuilding of boats.

103) Marina (Private). Facility associated with a private development as an amenity to the development and not open to the public.

104) Marine/Estuarine/Riverine Setback. The Mean Sea Level (M.S. as established by the National Geodetic Vertical Datum of 1 plus 1.5 feet, or within a minimum of 30 feet from the top the generally recognized river or creek bank, during periods Ordinary Low Water conditions, which ever is greater.

105) Mausoleum. A building with places for above ground entombment of the dead.

106) Mean Low Water (MLW). The average height of the low water over 19 years.

107) Mean Sea Level (M.S.L.). The average height of the surface of the sea for all stages of the tide, usually determined from hourly readings, or the mean between high and low tides as established by the National Geodetic Vertical Datum of 1929.

108) Metes and Bounds. A system describing and identifying land by a series of lines around the perimeter of an area known as a metes and bounds description; "metes" means bearings and distances and "bounds" refers to monuments, both legal and physical.

109) Mini-Warehouses. A structure containing separate storage spaces of varying sizes leased or rented on an individual basis and used only for storage.

110) Mobile Camper. A vehicle constructed with wheels and designed for temporary lodging when traveling or for recreational use (Other than Mobile Home).

111) Mobile Home. A structure, transportable in one or more sections, built on an integral chassis, designed to be used as private dwelling when connected to the required utilities, an includes the plumbing, heating, air-conditioning, electri and sanitary systems contained therein.

112) Mobile Home Park. A use of land in which six or more lots or spaces are offered for rent or lease for the placement of mobile homes and in which the primary use of the park is residential.

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

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

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

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

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

118) Nursery School. See Child Care Center.

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

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

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

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

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

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

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

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

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

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

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

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

131) Person. Includes the words owner, agent of an owner, f association, trust, company or corporation, as well as individual.

132) Planned Unit Development (PUD). An organized comprehensive program for flexible approval of improvements on a parcel of land in compliance with basic and specific development objectives and regulations, allowing individualized land use and site plans.

133) Plat. A map or drawing depicting the division of lands and lots, blocks, tracts, or sites being a complete exact representation of the boundary lines, streets, easements and other information in compliance with the Florida Plat Act and applicable County Ordinances.

134) Plot. An indefinite term referring to a piece of property. See Parcel or Site.

135) Plot Plan or Plat Plan. See Site Plan.

136) Premises. A parcel of land and all the structures thereon under one ownership.

137) Principal Building. The building in which the principal use of the lot on which it is situated is conducted.

138) Property Line. The recorded boundaries of a lot or tract of land under one ownership.

139) Public Health, Department of. Escambia County Hea Department.

140) Public Notice or Due Public Notice. Publication of notice the time, and purpose of a meeting or hearing in a newspaper of general circulation in the County.

141) Public Offices. A building or portion thereof which is rented, leased or similarly obtained by the city, county, state, or federal government, but not owned by such government, in which public officials and employees direct the administrative and executive functions and affairs of such government.

142) Public Utilities and Service Structures. Building or structures required for public utilities and services, including but not limited to potable water, stormwater, sewage, communication services, electricity, gas, fire and police protection, mass transportation, and streets and highways necessary for the operation and maintenance of public utilities or services.

143) Recharge Area. An area in which water is absorbed and added to the groundwater reservoir.

144) Recreational Vehicle. A vehicular type portable structure without permanent foundation, which can be towed, hauled or driven and primarily designed as temporary living accommodations for recreational, camping and travel use including but not limited to travel trailers, truck campers, camping trailers and self-propelled motor homes.

145) Residence. See Dwelling.

146) Residential Dock or Pier. A dock or pier constructed adjac to a residential lot for gratis recreational purposes an mooring of private boats.

147) Restaurants. An establishment designed to serve foods and beverages which are prepared and served primarily for consumption on the premises, not in vehicles.

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

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

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

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

152) Rooming House. See Boardinghouse.

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

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

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

156) Service Station. See Automobile Service Station.

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

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

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

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

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

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

163) Sororities. See Clubs.

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

neighborhood, would not adversely affect the public hea safety, comfort, good order, appearance, convenience, mor and the general welfare.

165) Stable, Private. A structure where horses are kept by the owners or occupants of the premises and are not kept for hire or sale.

166) Stable, Riding. A structure where horses are kept for hire or sale.

167) Story. That portion of a building included between the floor and the surface of the next floor above it or if there is no floor above it, then the space between such floor and the ceiling next above.

168) Story, half. A story under a sloping roof which has the line of intersection of the roof and wall face not more than three feet above the floor level.

169) Street. A right-of-way provided for vehicular and pedestrian traffic. Includes all of the improved or unimproved land lying between the right-of-way lines as delineated on a plat.

169.1) Alley. A private or public right-of-way primarily designed to serve as secondary access to the side or rear of those properties whose primary frontage is on a street.

169.2) Collector Street. A street providing for traffic movement between local streets and major thoroughfar

169.3) Cul-de-sac. A street with a single common ingress egress with a turnaround at the other end.

169.4) Loop Street. A local street having two open ends, each end connecting with a common street having no other streets intersecting between the ends of the loop street.

169.5) Marginal Access Street. The same as a Loop Street, but having other streets intersection between its ends.

169.6) Private Street. A street that has not been dedicated to public use.

169.7) Public Street. A right-of-way which has been accepted by the Board of County Commissioners for maintenance.

170) Structural Alteration. Any change in the supporting members of a building such as bearing walls, columns, beams, or girders, except for repair or replacement.

171) Structure. Permanent or temporary buildings, mobile homes, satellite television antennas, signs or billboards, erected independently or affixed to exterior walls. Utility signs and poles, sidewalks and paving are not considered structures under these Regulations.

172) Subdivision. The division or resubdivision of a parcel of land into two or more parcels as provided for in the Subdivision Regulations of Escambia County.

173) Swimming Pool. Any constructed pool used for swimming, bat'ng or wading, and including all buildings, fences, appurtenances thereto.

174) Tourist Home. See Guest Home.

175) Town House. A single-family dwelling not exceeding three stories in height which is constructed in a series or group of attached units with property lines separating such units. Each

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

176) Trailer Park. See Mobile Home Park.

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

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

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

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

181) Visibility Clearance at Intersections. See Sight Triangle.

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

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

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

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

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

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

186.2) Rear Yard. That portion of the yard extending the of the lot, measured between the rear lot line an rear building line.

186.3) Side Yard. That portion of the yard extending from the front yard to the rear yard, measured between the side lot line and the building line.

187) Zero Lot Line. A developmental approach in which a dwelling unit is sited along one or more lot lines.

ARTICLE VI

District, Boundaries, Land Use Map, Lots of Record

Section 1 - District Nomenclature

In order to regulate and limit the height and size of buildings, to regulate and limit the intensity of the use of lot areas, to regulate and determine the areas of open spaces within and surrounding buildings, to classify, regulate and restrict the location of trades and industries, and the location of buildings designed for specified industrial, business, residential and other uses, the area is hereby divided into districts known as:

CUMULATIVE DISTRICTS

R-1	Single Family District, Low Density - Zero to four dwelling units/acre (0-4 DU/Ac)
R-2	Single Family District, Low Medium Density - Zer seven dwelling units/acre (0-7 DU/Ac)
R-3	One and Two Family District, Medium Density - Zer ten dwelling units/acre (0-10 DU/Ac)
R-4	Multiple Family District, Medium High Density - Zero to eighteen dwelling units/acre (0-18 DU/Ac)
R-5	Urban Residential/Limited Office District, High Density - Zero to twenty dwelling units/acre (0-20 DU/Ac)
R-6	Residential Neighborhood Commercial District, High Density - Zero to twenty-five dwelling units/acre (0-25 DU/Ac)
C-1	Retail Commercial District
C-2	General Commercial District
ID-1	Industrial District (No Residential Uses Allowed)

NON-CUMULATIVE DISTRICTS

ID-2	General Industrial District
S-1	Outdoor Recreational District
R-R	Rural Residential District (2 DU/Ac)
AG	Agricultural District (2 DU/3 Ac)
SDD	SDD Special Development District (3 DU/Ac)

The boundaries of the districts are shown upon the map serie adopted by the Board of County Commissioners and made a part h and entitled "Land Use Map Series." The Land Use Map Series and all the notations, references, and other information shown thereon are a part of these Regulations as if such information set forth on the map series were all fully described and set out herein. This map properly attested is on file in the office of the Board of County Commissioners.

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

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

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

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

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

Setback Requirements:

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

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

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

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

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

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

request of the Board of County Commissioners at no expense to County. Setback approvals will not be required for septic tanks. Before a commercial sign can be erected adjacent to a State of Florida right-of-Way, a permit must be obtained from the Florida Department of Transportation and a County Building Permit or setback approval obtained therefor. All structures subject to these Setback Requirements located in the setback are temporary structures as defined in the Standard Building Code.

Section 2 - R-1 Single Family District, Low Density (0-4 DU's/acre)

Intent and Purpose of District:

District R-1 is intended to be a single family residential area with large lots and low population density. Certain structures and uses required to serve educational, religious, utilities, and non-commercial recreational needs of such areas are also permitted within the district.

A. Uses Permitted

1) Single-family dwellings and their customary accessory structures and uses.

2) Home occupations.

3) The growing of vegetables or other food crops is permitted as long as the primary purpose for such activity is to provide for personal consumption by the resident and his or her family. The raising of crops or other plants [illegible] the primary purpose of commercial retail sales [illegible] prohibited.

4) Public utility and service structures including but not limited to water, sewer, with the exception of wastewater treatment facilities, electric power, fire and police uses.

B. Special Exceptions

1) Mobile Homes utilized as guest residences, (minimum lot size of 3/4 acre required).

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

3) Country clubs and their customary accessory uses.

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

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

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

7) Churches with attendant buildings and facilities.

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

9) Buildings used by federal, state, county or [illegible] governments for public purposes.

10) Wastewater treatment facilities.

C. Off-street Parking Requirements

See Article VII, Section 6.

D. Site and Building Requirements

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

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

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

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

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

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

E. Signs

See Article VII, section 7.

F. Landscaping

See Article VII, Section 13.

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

Intent and Purpose of District:

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

A. Uses Permitted

1) Any use permitted in the preceding district.

B. Special Exceptions

1) Any special exception allowed in the preceding district.

C. Off-Street Parking Requirements

See Article VII, Section 6

D. Site and Building Requirements

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

2) Lot Width. The minimum lot width at the front building line shall be 70 feet and at the street right-of-way 50 feet. Every cul-de-sac lot shall have a minimum of 20 feet at the street right-of-way.

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

4) Rear Yard Requirements. The minimum rear yard shall be less than 25 feet in depth. On property abutting estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 30 feet, whichever is greater.

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

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

E. Signs

See Article VII, Section 7.

F. Landscaping

See Article VII, Section 13.

Section 4 - R-3 One and Two Family District, (Cumulative) Medium Density (0-10 DU's/acre)

Intent and Purpose of District:

This district is intended to provide for a mixture of one two family dwellings with a medium density level comparable with single-family residential development.

A. Uses Permitted

1) Any use permitted in the preceding district.

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

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

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

B. Special Exceptions

1) Any special exception allowed in the preceding district.

2) Mobile homes utilized as guest residences.

C. Off-Street Parking Requirements

See Article VII, Section 6.

D. Site and Building Requirements

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

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

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

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

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

Marine/Estuarine/Riverine Setback (MERS) Provisior these Regulations (Article VII, Section 10) or 30 whichever is greater.

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

7) Buildings Clusters. Site and Building requirements apply to the total building cluster with such being determined prior to issuance of a land use certificate.

8) Townhouses. Site and building requirements apply to total structure rather than individual units with such being determined prior to issuance of a land use certificate.

9) Zero Lot Line Development Projects. See Article VII, Section 12.

E. Signs

See Article VII, Section 7.

F. Landscaping

See Article VII, Section 13.

Section 5 - R-4 Multiple-Family District, (Cumulative) Medium High Density (0-18 DU's/acre) except with respect to multiple dwelling structures of five stories or more provided similar structures ex'-t in the district.

Intent and Purpose of District:

This district is intended to provide for the development of medium high density residential uses and structures. This land use is designed to encourage the efficient use of land and maintain a buffer between lower density residential and business, commercial and industrial districts.

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Multi-family dwellings, including single-family attached dwellings including duplexes and townhouses.

3) Boarding and lodging houses.

4) Dormitories, fraternity and sorority houses.

5) Nursing homes, rest homes, convalescent homes, adult congregate living facilities, kindergartens, child care centers and foster care centers.

6) Zero Lot Line Development Projects (See Article VII, Section 12).

7) Churches with attendant buildings and facilities.

B. Special Exceptions

1) Any special exception allowed in the preceding districts.

2) Hospitals and clinics, (except animal hospitals clinics).

3) Private Marina.

C. Off-Street Parking Requirements

See Article VII, Section 6.

D. Site and Building Requirements

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

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

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

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

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

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

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

E. Signs

See Article VII, Section 7.

F. Landscaping

See Article VII, Section 13.

Section 6 - R-5 Urban Residential/Limited Office Distr
Cumulative) High Density (0-20 DU's/acre)

Intent and Purpose of District:

This district is intended to provide for high density urban residential uses and compatible professional office development. These land uses will provide a transition area between lower density residential and commercial development. This district is designed to encourage the establishment and maintenance of a suitable higher density residential environment and low intensity service facilities.

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Offices such as those of architects, engineers, lawyers, tax consultants, accountants and medical and dental clinics, real estate and insurance offices.

3) Mobile Homes as single-family residences.

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

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

B. Uses Prohibited

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

C. Special Exceptions

1) Any special exception allowed in the preceding districts.

2) Cemeteries, Mausoleums and Crematoriums.

3) Enclosed Animal Hospitals and Clinics.

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

D. Off-Street Parking Regulations

See Article VII, Section 6.

E. Site and Building Requirements

1) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall be:

Building Height	Maximum Lot Coverage
1 to 2 stories	45%
3 to 4 stories	40%
5 to 6 stories	35%
7 to 9 stories	30%
10 to 13 stories	25%
Over 13 stories	20%

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

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

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

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

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

F. Signs

See Article VII, Section 7.

G. Landscaping

See Article VII, Section 13.

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

Intent and Purpose of District:

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

A. Uses Permitted

1) Any use permitted in the preceding district.

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

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

f. banks and financial institutions.
g. bakeries, whose products are made and sold at reta on the premises
h. florists shops provided that products are displayed and sold wholly within an enclosed building.
i. health clubs, spa and exercise centers.
j. studio for the arts.
k. martial arts studios.
l. hardware.
m. bicycle sales and mechanical services.

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

4) Restaurants.

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

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

7) Mobile Home Subdivision/Parks.

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

B. Special Exceptions

1) Any special exceptions allowed in the preceding distric

2) Drive-Thru Restaurants.

C. Off-Street Parking Regulations

See Section VII, Article 6.

D. Site and Building Requirements

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

2) Lot Coverage, maximum:

Building Height	Maximum Lot Coverage
1 and 2 stories	50%
3 and 4 stories	45%
5 and 6 stories	40%
7 to 9 stories	35%
10 to 13 stories	30%
over 13 stories	25%

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

4) Front Yard Requirements. There shall be a front yard having a depth of not less than 20 feet.

5) Rear Yard Requirements. There shall be a rear yard less than 20 feet. On property abutting estuar riverine or creek systems, the setback shall be accordance with the Marine/Estuarine/Riverine Set (MERS) Provision of these Regulations (Article VII, Section 10) or 20 feet, whichever is greater.

6) Side Yard Requirements. The side yard required on each side for buildings not exceeding three stories in height

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

E. Signs

See Article VII, Section 7.

F. Landscaping

See Article VII, Section 13.

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

Intent and Purpose of District

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

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Strip Shopping Centers.

3) Taverns, cocktail bars and nightclubs.

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

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

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

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

8) Automobile service stations including minor auto repairs.

9) Automobile washing facility.

10) Hotels and Motels.

11) Off-premise signs, billboards and other sign struc[illegible] erected, located and maintained as provided for in Art[illegible] VII, Section 7.

12) Florist shops.

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

14) Health and fitness clubs.

15) Hospitals.

16) Printing, bookbinding, lithography and publishing companies.

17) Interior decorating, home furnishing, and furniture stores.

18) Music conservatory, dancing schools and art studios.

19) Music, radio and television shops.

20) Retail paint and wallpaper stores.

21) Mortuary and funeral homes.

22) Dry Cleaning establishments provided that equipment emits no smoke or escaping steam and uses non-flamm[illegible] synthetic cleaning agents (perchloroethy[illegible] tricholoroethylene, etc.)

23) Indoor Movie Theaters.

24) Enclosed Animal Hospitals and Clinics.

25) Campgrounds.

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

27) Boat sales and service facilities.

28) Mini warehouses.

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

30) Recreational and Commercial Marinas.

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

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

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

B. Special Exceptions

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

C. Off-Street Parking and Loading Regulations

See Article VII, Section 6.

D. Traffic Requirements

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

E. Landscaping

See Article VII, Section 13.

F. Site and Building Requirements

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

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

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

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

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

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

G. Signs

See Article VII, Section 7.

H. Screening Adjacent to Residential Areas.

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

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

Intent and Purpose of District:

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

manufacturing, fabrication and assembly operations where such operations are within the confines of the building and not produce excessive noise, vibration, dust, smoke, fumes excessive glare. Outside storage is allowed with adequate screening being provided (See Paragraph E of this district). Characteristically, this type of district occupies an area larger than that of the C-1 Retail Commercial District, is intended to serve a considerably greater population, and offers a wider range of services.

A. Uses Permitted

1) Any use permitted in the preceding districts.

2) Mall shopping centers.

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

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

5) Distribution warehousing.

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

7) Mechanical garage with body work and painting services.

8) Radio broadcasting and telecasting stations, studios offices.

9) Animal Kennels provided that 75% of the property owners within a radius of 300 feet of the property on which the kennel is located have given their written consent to the kennel.

10) Commercial Food Freezers and Commercial Bakeries.

11) Building Trades Construction office and warehouses with outside onsite storage.

12) Industrial Marina.

13) Cabinet Shop.

14) Manufacturing, fabrication and assembly type operations which are contained and enclosed within the confines of a building and do not produce excessive noise, vibration, dust, smoke, fumes or excessive glare.

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

B. Special Exceptions

1) Any special exception allowed in the preceding district.

C. Off-Street Parking and Loading Regulation

See Article VII, Section 6.

D. Traffic Requirements

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

E. Screening Adjacent to Residential Areas.

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

F. Landscaping

See Article VII, Section 13.

G. Site and Building Requirements

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

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

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

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

4) There shall be no minimum lot width.

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

6) Signs. See Article VII, Section 7.

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

Intent and Purpose:

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

A. Uses Permitted

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

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

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

b) Any process that creates smoke shall meet standards as required by the Florida Departme Environmental Regulation and the Environ Protection Agency.

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

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

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

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

3) Commercial businesses with outside storage other than garden shops or nurseries.

4) Junk Yard.

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

B. Special Exception

1) Any special exception allowed in preceding districts.

2) Borrow pits.

C. Site and Building Requirements

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

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

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

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

5) Yard Requirements. There shall be a front yard having a depth of not less than 15 feet. There shall be a rear yard having a depth of not less than 20 feet. There shall be side yards of not less than 10 feet. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 20 feet, whichever is greater.

6) Screening Adjacent to Residential Areas. Should a l this district abut any district in which residences permitted, no structure on said lot shall be erected within 75 feet of such district; and an opaque structure and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts such

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

D. Landscaping

See Article VII, Section 13.

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

A. Uses Permitted

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

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

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

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

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

B. Uses Prohibited

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

C. Site and Building Requirements

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

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

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

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

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

D. Landscaping

See Article VII, Section 13.

E. Screening Adjacent to Residential Areas.

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

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

Intent and Purpose of District:

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

A. Uses Permitted

1) Golf Courses.

2) Country Clubs and their customary accessory uses.

3) Bird and Wildlife Sanctuaries.

4) Public Utilities and Service Structures.

5) Parks and Greenbelt areas.

B. Uses Prohibited

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

2) Mobile (Residential) Homes.

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

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

Intent and Purpose of District:

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

A. Uses Permitted

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

2) The growing of crops and plants.

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

4) Home occupations.

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

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

7) Campground facilities.

8) Horticulture, floraculture and greenhouses.

9) Mariculture and aquaculture.

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

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

12) Public utility and service structures including but n limited to water and sewer facilities.

13) Silviculture.

B. Special Exceptions

1) Public riding stables.

2) Kennels, Animal

3) Keeping of domestic animals; pastoral feeding permitted, confinement feeding prohibited.

4) Animal Hospitals and Clinics.

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

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

C. Site and Building Requirements

1) Lot Area, minimum.

Single family dwelling	1/2	acre
Horses and Private Stables	2	acres
Campgrounds	5	acres
Churches and Schools	1	acre
Public stables	10	acres
Kennels	2	acres
Keeping of domestic animals	2	acres

2) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not excee 30 percent of the total lot area.

3) Lot Width. The minimum lot width at the front building line shall be 100 feet.

4) Front Yard Requirements. There shall be a front yard having a depth of not less than 40 feet.

5) Rear Yard Requirements. The minimum rear yard shall not be less than 10 feet in depth. On property abutting an estuarine, riverine or creek system. The setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

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

7) Private Stables. No stables may be located less than 50 feet from any property line, nor less than 130 feet from any adjacent principal residential dwelling unit.

D. Landscaping

See Article VII, Section 13.

E. Signs

See Article VII, Section 7.

Section 14 - AG Agricultural District (Non-Cumulative) Low Density (2 DU/3 Ac)

Intent and Purpose of District

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

A. Uses Permitted

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

2) Silviculture.

3) Mariculture and Aquaculture.

4) Single-family residences.

5) Campground and Recreational Vehicle Parks.

6) Public Utilities and Service Structures.

7) Stables, private and public.

8) Animal hospitals, clinics and kennels.

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

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

11) Churches with attendant building and facilities.

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

13) Private clubs and lodges.

14) Guest Residences.

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

B. Uses Prohibited

1) Two-family and Multi-family dwellings

C. Special Exceptions

1) Hunting preserve.

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

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

D. Site and Building Requirements

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

2) Lot Coverage. The maximum combined area occupied [illegible] principal and accessory buildings shall not exceed [illegible] percent (30%) of the total area.

3) Lot Width. The minimum lot width for all permitted uses shall be 100 feet at the street right-of-way.

4) Front Yard Requirements. There shall be a front yard having a depth of not less than 40 feet.

5) Rear Yard Requirements. There shall be a rear yard having a depth of not less than 40 feet. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 40 feet, whichever is greater.

6) 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 property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 40 feet, whichever is greater.

E. Landscaping

See Article VII, Section 13.

F. Signs

See Article VII, Section 7.

Section 15 - SDD Special Development District (Non-Cumulative) Low Density (3 DU's/acre and Special Development PUD)

This district is intended to conserve and protect environmentally sensitive areas that have natural limitations to development. These areas have certain ecological functions which require performance standards for development. Environmentally sensitive areas included within this district are: water bodies, water courses, contiguous wetlands, isolated wetlands, and other areas as may be defined according to the physical characteristics of the area.

A. Uses Permitted

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

2) Home occupations.

3) Horticulture, floriculture and greenhouses.

4) Mariculture and aquaculture.

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

6) The growing of crops and plants.

7) The keeping of horses and private stables.

8) Silviculture.

9) Major public utility and service structures provided that the construction of such facilities meets the following conditions:

a. It is consistent with the County's Comprehensive Plan.

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

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

2. Findings of the County Staff.

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

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

B. Special Exceptions

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

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

3) Public riding stables

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

5) PUD/SDD.

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

1) Lot Area, Minimum

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

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

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

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

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

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

7) Private Stables. No stables may be located less th feet from any property line.

8) Performance Standards. See Paragraph G. 3) Performance Standards.

D. Landscaping

See Article VII, Section 13.

E. Signs

See Article VII, Section 7.

F. Permits Required Prior to Construction

All Federal, State and Local Government permits must be acquired prior to the commencement of any type of construction activity, lot clearing or other similar activity.

Subject to any special provisions set forth above, all permitted uses may receive a land use certificate (without having to complete the PUD process), only if all of the following conditions are met:

1) Said land is not determined to be under the jurisdiction of the Corps of Engineers (COE), Department of Natural Resources (DNR) or the Department of Environmental Regulation (DER), as a wetland area (either in whole or in part).

2) Said project meets all other applicable regulatior requirements.

Any projects not meeting the criteria as set forth above must complete the PUD process as outlined in Section G.

G. Planned Unit Development-SDD-Special Development District

Introduction

The Planned Unit Development process is designed to provide the owner/developer with the maximum amount of flexibility in designing development in this district, with special emphasis to be placed upon the preservation and conservation of areas that are determined to be environmentally sensitive. Specific incentives have been built into the PUD process to encourage the preservation of environmentally sensitive areas and keep them free from development to the extent possible.

Any development in a jurisdictional wetland area must receive the approval of the Florida Department of Environmental Regulations and U.S. Army Corps of Engineers prior to its approval by the Escambia County Board of Commissioners.

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

Residential Uses:

a. Single Family Dwelling

b. Two Family Dwelling

c. Multi-Family Dwellings including townhouses.

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

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

Commercial Uses:

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

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

f. Strip shopping centers.

g. Taverns, cocktail bars and nightclubs.

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

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

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

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

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

m. Health and fitness clubs.

n. Hospitals and clinics.

o. Interior decorating, home furnishing and furniture stores.

p. Music conservatory, dancing schools and art studios.

q. Music, radio and television shops.

r. Indoor Movie Theaters.

s. Campgrounds.

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

u. Boat sales and service facilities.

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

w. Bowling alleys, skating rinks and billiard p[illegible]s providing such activities and facilities are en[illegible]d within a soundproof building.

x. Hotels and Motels. No maximum density limits; however, all applicable lot coverage provisions (herein stated) and all other applicable regulations which apply to such developments must be complied with.

Lot Coverage:

Building Height	Maximum Lot Coverage (Footprint of Building)
1 and 2 stories	50%
3 and 4 stories	40%
5 and 6 stories	30%
7 to 9 stories	25%
10 to 13 stories	20%
Over 13 stories	17%

Lot width, yard requirements and lot area - See Section 8 F. of this ordinance.

2) Density Levels. Developers are encouraged to build on only the portion of said parcel that is not considered to be under the jurisdiction of COE, DER or DNR as a wetland. In order to provide for the preservation of open space in development, the following regulations shall apply to unit density limits:

a. The maximum number of dwelling units allowed [illegible] contiguous parcel shall be determined by multip[illegible] the amount of acreage in said contiguous parcel by the maximum dwelling units allowed (3 dwelling units per acre).

b. The total number of dwelling units per developable acre may be increased (above the allowable limit of 3 DU/acre) through the use of density transfer, not to exceed 15 dwelling units per developable acre. The developer may transfer the allowable density from the undevelopable (jurisdictional) acreage to the developable (nonjurisdictional) acreage, thus increasing the density in the developable acreage. Once a density transfer is accomplished, the property from which the density has been transferred cannot be utilized for any type of structure. For single family and two-family, 15 dwelling units per acre will be allowed and for multi-family, 18 units will be allowed. The transfer provision may also be effected where desired by the developer from developable land to other portions of developed land under the same provisions.

c. The number of dwelling units allowed in a contiguous parcel pursuant to paragraphs (1) and (2) may be located in said contiguous parcel as desired by the developer, providing that the requirements of paragraphs (3) through (6) are complied with for development on parcels greater than one acre in size.

d. Before a Land Use Certificate is issued for a development on a parcel greater than one acre in [illegible] the owner/developer shall submit to the [illegible] Official for filing in the Official Records o[illegible] County a notarized covenant providing that no pr[illegible]t or future development of said parcel or any portion of said parcel may take place. The parcel(s) or portion of a parcel from which density was transferred shall be designated "open space" on the plat/site plan and

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

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

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

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

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

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

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

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

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

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

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

will not disrupt hydrological connections, development volume, general direction, distrib and hydroperiod of surface water.

h. Where the use of fill is permitted, no garbage, toxic or contaminated material, or any other material shall be used that through the action of soil leaching may cause the degradation of surface or groundwater quality.

i. So as to prevent the displacement of vegetation, the disruption of water flow, the destruction of soil layers, the formation of catchments or the damage or drying out of wetlands, there shall be no excavation, except the minimum necessary for construction of permitted structures.

4) Procedure for Developing a PUD/SDD

a. Preliminary Conference. There shall be a preliminary conference to review the project prior to submission of said plan approval. Every effort will be made to have representatives from all concerned agencies at the preliminary conference to ensure full coordination of the project (i.e. County Staff, DER, DNR, COE, Health Department and Escambia County Utilities Authority.

The purpose of the preliminary conference will be to review said plan prior to submission to the Board of Adjustment and the Board of County Commissioners.

5) Preliminary Plan. Seven copies of a preliminary shall be prepared by the developer and submitted to County Engineer. The preliminary plan may be combined with a preliminary plat. The process for review and approval of PUD/SDD projects is outlined in Section G. PUD/SDD projects. The preliminary plan shall include:

a. The general project description which must include:

1) The names, addresses and telephone numbers of all owners, landscape architects, planners, architects, engineers, environmental consultants, surveyors, the developer and all other consultants involved in the application.

2) The existing zoning classification of the property.

3) The total square footage of the property and the percentage proposed to be covered by fill and/or cleared of native vegetation.

b. A legal description of the site and a map showing the location of the site with reference to existing roads;

c. A map showing any proposed alteration of the site including proposed excavations, grading, filling, or clearing.

d. A detailed description of the existing environmental and hydrological conditions on the site, including:

1) Topography mapped to one foot contour inte with elevations referenced to mean sea level (NGVD);

2) Soils according to the USDA/Soils Conservation Service Soil Survey of Escambia County; and

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

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

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

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

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

3) Areas where impervious surfaces will be constructed;

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

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

h. Location and type of utility lines.

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

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

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

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

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

n. Population densities proposed;

o. Proposed schedule for development.

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

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

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

provide the Zoning Official, in a form acceptabl the County, a letter of assurance from an officia a lending institution stating that funds are avail to complete the project.

6) After the preliminary conference, the preliminary plan will be forwarded to the Board of Adjustment (BOA) for review and recommendation. Their recommendation will be forwarded to the Board of County Commissioners for their consideration during a regularly scheduled Board meeting. If approved by the Board of County Commissioners, the developer will be required to complete the final plan and resubmit same to the Board of County Commissioners for final approval (prior to the commencement of any construction activities). In making their determination, both the Board of Adjustment and the Board of County Commissioners will make a finding of fact for each project as set forth in number nine.

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

8) Final Plan.

a. Three copies of a final plan for record shall be prepared by the developer and submitted to the County Engineer. The County Engineer shall certify that the final plan is in substantial conformance with the preliminary plan, and shall submit it to the BCC for their approval. After BCC approval of the final plan, permits may be issued for development and construction. No lot clearing or other such activities related to the development of said property is to take place until after approval of the final plan by the BCC.

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

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

9) Project Review Criteria. Projects will be reviewed utilizing the following criteria:

a. The project must be consistent with the goals and objectives of Escambia County's Comprehensive Plan.

b. All Federal and State permits must be obtained prior to final approval by the BOA and BCC or there must written documentation from all applicable Federal State agencies that they intend to issue a permit the project.

c. The project must be determined to be an [redacted] (not detrimental to the [redacted] the following criteria:

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

shall be available for public inspection during regular office hours at the Escambia County Planning and Development Department and the Office of the Deputy Clerk of the Board of County Commissioners. The public records of the County of Escambia, Florida, are regularly kept in the ordinary course of business and by reference made a part hereof."

PART III

DEFINITIONS

1) Accident Potential Zones (APZ). As applied to military airfields, mean those areas which are identified as being significantly impacted by accident potential from aircraft.

2) Agriculture. The production of crops, horticulture, the raising of livestock and poultry. This term shall not include the retail sale of agricultural products on the premises.

3) Agriculture-related activities. Those activities which are customarily incidental or accessory to an agricultural use, including but not limited to, the maintenance of barns, storage sheds and farm equipment.

4) Airport. Any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purposes, including but not limited to:

   a. Pensacola Regional Airport (Elevation 121 MSL)
   b. Ferguson Airport (Elevation 27 MSL)
   c. Coastal Airport (Elevation 110 MSL)
   d. NAS Pensacola (Elevation 30 MSL)
   e. OLF Saufley (Elevation 85 MSL)
   f. OLF Bronson (Elevation 27 MSL)
   g. OLF Site 6 (Elevation 110 MSL)
   h. OLF Site 8 (Elevation 110 MSL)
   i. Corry Hospital Heliport (Elevation 25 MSL)

5) Airport Elevation. The highest point of an airport's landing area measured in feet above Mean Sea Level (MSL). See Airport Definition #4 for elevations.

6) Airport Environs Area. The area which has been identified as being significantly impacted by airport noise and accident potential.

7) Airport Hazard. Any structure, tree or use of land which would exceed the Federal standards as contained in Title 14 C.F.R. Sections 77.21 (scope), 77.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters) and FAA Advisory Circular 150/5300-4B (zoning and grants), which obstructs the airspace required for the flight of aircraft taking off, maneuvering or landing is otherwise hazardous to such taking off, maneuvering or landing of aircrafts and which has not previously obtained a permit or variance pursuant to S. 333.025 or S. 333.07, F.S.

8) Airport Hazard Area. Any area of land or water upon which an airport hazard might be established if not prevented by this Ordinance.

9) Airport Land Use Administrator (Administrator). The County Administrator or his duly appointed designee to implement and enforce this Ordinance (See Enforcing Officer).

10) Airspace Height. To determine height limits in all zones set forth in this Ordinance, the datum shall be above Mean Sea Level elevation (AMSL) unless otherwise specified.

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

alter or diminish the rights of airport facilities operato public or private, acquired by easements in connection with to facilitate airport operations.

22) Enforcing Officer. The County Administrator or his duly appointed designee.

23) Family. One or more persons related by blood, marriage or adoption and not more than four unrelated persons, living together as a single housekeeping unit.

24) Forestry. The cultivation and harvesting of trees. The term shall not include the retail sale of trees or similar products.

25) Height. The overall height of a structure, including any appurtenance thereon, and for the purpose of determining the height limitations set forth herein, the datum shall be mean sea level elevation unless otherwise specified.

26) Incompatible Land Use. A land use which is not a permitted use as set forth herein.

27) Ldn. See Day-Night Average Sound Level-Definition #15.

28) Minimum Descent Altitude. The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is approved.

29) Minimum Enroute Altitude. The altitude in effect between rad' fixes which assures acceptable navigational signal coverage meets obstruction clearance requirements between those fixes.

30) Minimum Obstruction Clearance Altitude. The specified altitude in effect between radio fixes on Variable Omnidirectional Range (VOR) airways, off-airway routes, or route segment which meets obstruction clearance requirements for the entire route segment and which assures acceptable navigational signal coverage only within 22 miles of a VOR.

31) Mobile Home. A structure, transportable in one or more sections built on an integral chassis, designed to be used as a private dwelling when connected to the required utilities, and includes the plumbing, heating, air-conditioning, electrical and sanitary systems contained herein, and has a Department of Housing and Urban Development Seal attached.

32) Noise Level Reduction (NLR). Amount of noise reduction required through construction and incorporation of sound attenuation material to reduce interior noise level.

33) Nonconforming Use. Any structure, growth or use of land which was lawfully in existence prior to the enactment of this Ordinance and which does not conform to this Ordinance.

34) Nonprecision Instrument Runway. A runway having a nonprecision instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in, nonprecision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document or military service's military airport planning document.

35) Obstruction. See Airport Hazard-Definition #7.

36) Person. Any individual, firm, co-partnership, corporation, company, association, joint-stock association, or body politic, and includes any trustee, receiver, assignee or other similar representative thereof.

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.

Except as otherwise provided, no structure shall be construct maintained, or encroach into any surface regulated in excess c height limitation established herein, unless a variance is obtained (See Part XI).

In addition to the height limitations imposed in this Ordinance, no structure or obstruction will be permitted within Escambia County that would cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised.

1. Public Civil Airports. The various zone, surfaces and height limitations are hereby established for public civil airports. A full scale map is available at the Escambia County Planning and Development Department.

   A. Primary Surface. An area longitudinally centered on a runway. When the runway has specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. When the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at the end of the runway. The width of the primary surface of a runway will be that width prescribed for the most precise approach existing or planned for that runway end. Except as provided in the permitted use sections, no structure of obstruction will be permitted within the primary surface, that is not part of the landing and take-off area, and is of a greater height than the surface measured at the nearest point on the runway centerline. The width of the primary surface is as follows:

      1) Pensacola Regional - Runways 16/34 and 07/25 - 1 00 feet.

      2) Coastal and Ferguson Airports - 250 Feet.

   B. Horizontal Surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each airport's runway and connecting the adjacent arcs by lines tangent to those arcs. No structure or obstruction will be permitted in the horizontal surface that has a height greater than 150 feet above the airport elevation. The radius of each arc is:

      1) Pensacola Regional

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

      2) Coastal and Ferguson Airports

         5,000 feet.

   C. 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 elevation at the inner boundary with permitted elevation increasing one foot vertically for every 20 feet of horizontal distance measured outward from the inner boundary to a height of 350 feet above airport height at the outer boundary.

   D. Approach Surface. An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surfac designated for each runway based upon the type of app available or planned for that runway end.

      1) The inner edge of the approach surface is the same width as the primary surface and its expands uniformly to a width of:

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

Runways 07L/25R 07R/25L and 19/01

1) Primary Surface. The area located on the ground or [illegible], longitudinally centered on each runway extending 200 feet beyond the runway end and 1,500 feet wide (750 feet each side of the runway centerline). No structure or obstruction that is not part of the landing and take-off area is permitted in the primary surface.

2) Clear Zone. 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.

3) Inner Horizontal Surface. The area encompassing the runways, primary surface and clear zone 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 on the inner horizontal surface of a greater height than 150 feet [illegible] airport elevation.

4) Conical Surface. The area extending outward from [illegible] periphery of the inner horizontal surface for a distance of 7,000 feet. Height limits in the conical surface commence at a height of 150 feet above airport elevation at the inner boundary and increase at a rate of one foot vertically for every 20 feet horizontally until it reaches a height of 500 feet above airport elevation at the outer boundary.

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 limit 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 clearance surfaces 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, con[illegible] surface and outer horizontal surface height limit. [illegible] height limit at the inner boundary is the same as [illegible] height limit of the adjoining surface and increases at [illegible] rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface. Transitional surface for those portions of the 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.

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

seven feet horizontally to the outer boundary of transitional surface, where it again matches the h of the adjoining surface. Transitional surface for portions of the 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

C. Naval Helicopter Outlying Fields (OLF). The various zone and surface height limitations are hereby established for Naval Helicopter Outlying Fields (Attachment C and D).

1) OLF's Bronson, Site 6 and Site 8.

a) Primary Surface. The area longitudinally centered on each helipad, 150 feet in width and 150 feet in length.

b) Approach Surface. The area longitudinally centered on each helipad's extended centerline, which starts at the end of the heliport primary surface with the same width as the primary surface and expands to 500 feet at a distance of 4,000 feet. Height limits within the approach surface commence at the height of the established landing surface and increase at the rate of one foot vertically for every ten feet horizontally for a distance of 4,000 feet. For OLF Bronson, the approach surface commences at the height of the established landing surface and increases at the rate of one foot vertically for every twenty feet horizontally for a distance of 4,000 feet.

c) Clear Zone. The first 400 feet of the approach surface. Except as provided for in the permitted use section contained herein, structure or obstruction that is not a part of the landing and take-off area is permitted.

d) Transitional Surface. An area that connects the primary surface and the approach surface, upward and outward of the 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.

e) Helicopter Traffic Pattern Airspace. No structure shall exceed 200 feet above airport elevation in the traffic pattern airspace (Attachment D). The area protected around each Helicopter OLF is determined by the capacity limits of the OLF (See Note: Attachment D).

2) Corry Hospital Heliport.

a) Heliport Primary Surface. The area longitudinally centered on the helipad, 150 feet in width and 150 feet in length.

b) Heliport Approach Surface. The area longitudinaly centered on the helipad's extended centerline, which starts at the end of the heliport primary surface with the same width as the heliport primary surface and expands to 500 feet at a distance of 4,000 feet. Height limits within the heliport approach surface commence at the height of the established landing surface and increase at the rate of one foot vertically for every ten feet horizontally for a distance of 4,000 feet.

c) Clear Zone. The first 400 feet of the approach surface. Except as provided for in the permitted use section contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted.

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

PART V

AIRPORT ENVIRONS, USES AND SITE AND BUILDING REQUIREMENTS

Number 1 - Airport Environs Area

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

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

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

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

B. Airport Noise Zones are hereby established as follows:

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

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

C. Airport Environs Zones are hereby established as follows:

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

C3	Accident Potential Zon and Noise Zone 3
C2	Accident Potential Zone 2 and Noise Zone 2
C1	Accident Potential Zone 2 and Noise Zone 1
C	Accident Potential Zone 2
3	Noise Zone 3
2	Noise Zone 2
1	Noise Zone 1

Number 2 - Airport Environs Area A (0-2 DU's/acre)

1. *Uses Permitted.*

   A. Single family dwellings and their customary accessory structures and uses. Mobile (residential) homes are prohibited except for replacement of an existing mobile home. A replacement mobile home must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

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

   C. Highways and street rights-of Way.

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

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

   F. Silviculture, within height constraints.

2. Site and Building Requirements.

   A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

      All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required.

   B. Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area.

   C. Lot Width. The minimum lot width at the front building line shall be 100 feet.

   D. Front Yard Requirements. There shall be a front yard h a depth of not less than 40 feet.

   E. Rear Yard Requirements. The minimum rear yard shall not be less than 40 feet in depth. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback

(MERS) Provision (Article VII, Section 10) of these Regulations 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

C. Commercial and retail sales.

1) Wholesale trade
2) Building material
3) Hardware
4) Farm equipment
5) Auto, marine craft, aircraft and accessories

D. Repair services.

E. Automobile service stations.

F. Contract construction services.

G. Cemetaries. Memorial chapels are not permitted.

H. Business services.

I. Fishing activities.

J. Mining activities.

3. Site and Building Requirements.

A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

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

Commercial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 55 percent of the total lot area.

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 fron yard having a depth of not less than 15 feet.

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

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

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

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

F. Residential Side Yard Requirements. The minimum side yar on each side shall be 10 percent of the lot width measure at the front building line, however, side yards need nc exceed 15 feet on each side. On property abutting a estuarine, riverine or creek system, the setback shall be i accordance with the Marine/Estuarine/Riverine Setback (MERS Provision (Article VII, Section 10) of these Regulations c 30 feet, whichever is greater.

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

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

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

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

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

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

feet of the residential lot line; and an opaque structu and/or planting screen, a minimum of six feet in hei shall be placed along the lot line which abuts s residential lot prior to or at the time of development such lot. Planting screens shall reach six feet in height within two years of planting.

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 4 - Airport Environ Area B2 (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

   B. Livestock farming.

3. Site and Building Requirements.

   A. Site and building 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.

Section 5 - Airport Environ Area B1 (0-3 DU's/acre)

1. Uses Permitted.

   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 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.

E. Agricultural activities, the growing of crops and p[illegible], livestock grazing and customary accessory build[illegible] Livestock farms are not permitted.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Industrial and manufacturing uses of the following types:

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

C. Commercial and retail sales.

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

D. Finance, insurance and real estate services.

E. Personal services

F. Professional services.

3. Site and Building Requirements.

A. Building Requirements. Dwelling units shall be designe[illegible] constructed to provide, whenever possible, for the loc[illegible] of outdoor activity areas, such as balconies and patios, [illegible] the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

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

Commercial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 55 percent of the total lot area.

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 f[illegible] building line shall be 80 feet and at the street righ[illegible] way 50 feet. Every cul-de-sac shall have a minimum [illegible] 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.

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 Certi[illegible] of Occupancy.

Industrial Screening Adjacent to Residential Areas. Wh[illegible] lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75 feet of the residential lot line; and an opaque structural and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts such residential lot prior to or at the time of development of such lot. Planting screens shall reach six feet in height within two years of planting.

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

1. Permitted Uses.

A. Any use permitted in the preceding area.

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

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Livestock farming.

3. Site and Building Requirements.

A. 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 9 - Airport Environ Area C1 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

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.

E. Golf courses and riding stables with clubhouses and customary accessory buildings.

F. Water based recreation with clubhouses and custo[illegible] accessory buildings.

G. Playgrounds and neighborhood parks are not permitted in this area.

H. Nature exhibits are not permitted in this area.

I. Livestock farms are not permitted in this area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Hotels and motels (governed under lot coverage provisions as to density.)

C. Industrial and manufacturing uses of the following types:

1) Apparel and other finished products made from fabrics, leather and similar materials.
2) Chemicals and allied products.
3) Petroleum refining and related industries.
4) Rubber and miscellaneous plastic products.
5) Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks.

D. Eating and drinking establishments.

E. Medical and other health services.

F. Memorial chapels.

G. Resorts and group camps.

3. Site and Building Requirements.

A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

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

Commercial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not excee percent of the total lot area.

Hotel and Motel Lot Coverage. The maximum combined [illegible] occupied by all principal and accessory buildings shall not exceed the following:

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

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.

Industrial Side Yard Requirements. There shall b minimum side yard of 10 feet on each side. On prop abutting an estuarine, riverine or creek system, the set shall be in accordance with the Marine/Estuarine/River 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 feet of the residential lot line; and an opaque structural and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts su residential lot prior to or at the time of development such lot. Planting screens shall reach six feet in he within two years of planting.

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 12 - Airport Environ Area 2 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Educational services.

C. Playgrounds and neighborhood parks.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Auditoriums, concert halls.

C. Outdoor sports arenas, spectator sports.

D. Livestock farms.

3. Site and Building Requirements.

   A. Site and building requirements shall be the same as in Par 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 adjacen residential areas.

6. Landscaping.

   See Article VII, Section 13.

7. Signs.

   See Article VII, Section 7.

Number 13 - Airport Environ Area I (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 an 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 adjacen 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 th County in such a manner as to interfere with the operation o aircraft. The following requirements shall apply to all lawfull 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 arrange and operated in such a manner that is not misleading or dangerou to aircraft operating from an airport or in a vicinity thereof a determined by the airport operator.

2. No operations of any type shall produce smoke, glare of [illegible] visual hazards within three statute miles of any usable run[illegible] a designated airport.

3. No operations of any type shall produce electronic interference with navigation signals or radio communication between the airport and the aircraft.

4. Sanitary landfills will be considered as an incompatible use if located within areas established for the airport through the application of the following criteria:

   A. Sanitary landfills located within 10,000 feet of any runway used or planned to be used by turbojet or turboprop aircraft.

   B. Sanitary landfills located within 5,000 feet of any runway used only by piston type aircraft.

   C. Sanitary landfills located outside the above perimeters but within the conical sufaces described by FAR Part 77 and applied to an airport will be reviewed on a case-by-case basis.

   D. Any sanitary landfill located so that it places the runways and/or approach and departure patterns of an airport between bird feeding, water or roosting areas.

5. Notwithstanding the provisions of any other article of this ordinance or any other ordinance, the owner of any structure over 200 feet above ground level shall install marking and lightin[illegible] the structure in accordance with the specific stan[illegible] established by Chapter 14-60, Rules of the Departmen[illegible] Transportation (Appendix 1) and Federal Aviation Adv[illegible] Circular 70-7460-1 Series (Appendix 2) and Amendments thereto. In addition, the owner shall install high intensity white obstruction lights on a high structure which exceeds 800 feet above ground level, (AGL).

6. In granting any permit or variance under this Ordinance, the Enforcing Officer or the Board of Adjustments (See Part XI Number 2) 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 Escambia County, the City of Pensacola 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 aviators the presence of an obstruction to aeronautical operations.

PART VII

NONCONFORMING USES

1. The lawful use of a building or land for which a building permit, a permanent or preliminary plat or lot coverage permit has been obtained in good faith or applied for prior to the effective date of this ordinance, shall not be affected by this Ordinance although such does not conform to the provisions of this Ordinance. Nothing in this subsection will deprive the appropriate county officials from determining whether such a permit may be ultimately issued under applicable laws and regulations in each instance.

2. No provision of this Ordinance shall require the remo[illegible] lowering or other change or alteration of any structure or [illegible] not conforming to these regulations when adopted or amende[illegible] otherwise interfere with the continuance of any nonconfor[illegible]g use, except as set forth herein.

3. No nonconforming structure shall be increased, expanded or otherwise become a greater hazard to air navigation than it was when it became nonconforming.

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

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

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

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

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

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

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

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

PART VIII

PLATTED PROPERTY

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

PART IX

LAND USE CERTIFICATE

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

2. No nonconforming structure may be replaced, substantially alt or repaired, rebuilt within the Airport Hazard Area unless a L Use Certificate has been issued by the Enforcing Officer. Land Use Certificate shall be issued that would permit nonconforming structure or nonconforming use to be made or become higher or become a greater hazard to air navigation than it was when the applicable regulations were adopted or when the application for a land use certificate is made.

3. Whenever the Enforcing Officer determines that a nonconforming use or nonconforming structure has been abandoned for more than 365 days, no Land Use Certificate shall be issued that would allow said structure to exceed the applicable height limit or otherwise deviate from applicable regulations.

4. A Land Use Certificate shall be issued or denied within fifteen working days from the date of application. The applicant may appeal the denial of the Certificate to the Board of Adjustment, in writing, within 20 calendar days after the rejection of the application. Each application for a Land Use Certificate shall be accompanied by a plot plan drawn to scale showing the actual dimensions of the lot to be built upon, the size, shape, height and location of the bullidng to be erected, dimensions and location of existing buildings, and width of front, side and rear yards.

5. When application is made to build upon a lot of nonconforming size, the application shall be accompanied by an affidavit that said lot was a Lot of Record.

6. A Land Use Certificate shall be valid for issuance of a Build Permit and shall be subject to the same conditions as Building Permit (See Chapter 1, Subsection 106.3, Stan Building Code, latest adopted edition, as amended). For cau one or more extensions of the Land Use Certificate for periods not exceeding 90 days may be issued by the Enforcing Officer. No more than four extensions may be granted without Board approval. The Enforcing Officer may revoke a Land Use Certificate issued in a case where there has been a false statement or misrepresentation in the application or on the plot plan for which the certificate was issued. A Temporary Land Use Certificate is required for a mobile home or temporary structure used as an on-site real estate sales office, construction office during development of a project or stowage for tools and materials during construction on the premises. A mobile home/temporary structure used as an on-site real estate sales office, construction office or stowage of tools and materials during construction may be located in any District in which a project has been approved. The on-site real estate sales office use shall be discontinued and the mobile home/temporary structure removed no later than final closing for purchase of the last unit in the development project. The on-premise construction office or stowage of tools and materials use shall be discontinued and the mobile home/temporary structure removed immediately after the final Certificate of Occupancy is issued.

7. All preliminary plats and lot coverage submittal packages for commercial projects which have been received and logged in by the Engineering Division from the effective date of this ordinance until 30 days after the effective date of this ordinance will be honored based on current regulations. Any preliminary plats and lot coverage submittal packages for commercial projects which have been received and logged in by the Engineering Division after the 30th day from the effective date are required to com with the zoning regulations in force at that time. A final p must be filed in the Engineering Division within one year the effective date of this ordinance. Any final plat receive the Engineering Department later than on year after the date of enactment of this ordinance must be in compliance with these zoning regulations. A Building Permit must be obtained from the Building Inspections Department for approved commercial project Site and Drainage Plans within one year from the effective date

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

PART X

SPECIAL APPROVAL

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

PART XI

ZONING BOARD OF ADJUSTMENT

Number 1 - Establishment and Procedure.

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

Number 2 - Powers and Duties.

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

Special Exceptions.

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

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

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

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

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

A. Height limitations of structures which can be expect[illegible] b[illegible] built on the affected property as a result of the [illegible] exception will not exceed the height limitations set [illegible] Ordinance.

B. Increases in density of population will not result on the property affected by the special exception over those limits.

C. Increase to the risk to the safety of aircraft and lives of passengers and crew will not likely be the result of granting the special exception.

D. The grant of the special exception will not result in the defeat of the purposes of this Ordinance as set forth in Article VI, Section 16, Part I, or the circumvention of the specific standards herein contained.

E. Screening and buffering with reference to type, dimensions and character will be met.

F. Signs and exposed exterior lighting, with reference to glare and air traffic safety, will be compatible with standards set forth herein.

G. Required density and character of structures and the effect on other open space will be consistent with the requirements of this Ordinance.

5. The Zoning Board of Adjustment may impose such condition granting of the special exception as may be necessary to prevent inj[illegible]s effects on other property in the District.

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

Special Exception - Private Airports and Helicopter Landing Sites.

The Zoning Board of Adjustment may grant a special exception for a private airport or helicopter landing site if it finds the following:

1. That the proposed use is consistent with the highest order of safety;

2. That the operation of the facility is compatible with surrounding land uses;

3. That the proposed use will not adversely affect the public interest.

The Zoning Board of Adjustment may prescribe appropriate conditions and safeguards to effectuate the purposes of this Ordinance.

Variances.

1. Any person desiring to erect any structure, or increase the height of any structure, or permit the growth of any tree, or otherwise use his property in violation of the regulations set forth herein may apply to the Zoning Board of Adjustment for a variance from the regulation(s) in question.

2. Any person desiring to erect, alter or modify any structure [illegible]e result of which would exceed the federal obstruction standa[illegible]s contained in Title 14 C.F.R. Section 77, as amended, specif[illegible]y Title 14 C.F.R. Sections 77.21, 77.23, 77.25. 77.28, 77.29 [illegible]A Handbook 7400.2C (Procedures for Handling Airspace Matters) and FAA Advisory Circular 150/530-4B (Zoning and Grants) may apply to the Zoning Board of Adjustment for a variance from the regulation(s) in question.

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

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

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

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

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

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

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

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

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

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

D. Notification: The Zoning Board of Adjustment shall, [illegible] n 15 days of the date of the decision, send to the pers[illegible] entity requesting the variance notification of the ac[illegible]s and the finding of fact upon which action was taken.

Appeals

Appeals from decisions of the Zoning Board of Adjustment may be taken to the Board of County Commissioners by the petitioner or any owner of property located within 500 feet aggrieved by such decision. Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.

The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.

PART XII

REMEDIES

1. The Enforcing Officer may compel the owners of the non-confor[illegible] structure or tree to lower, remove, reconstruct, or equip [illegible] object at that owner's expense as may be necessary to bring [illegible] non-conforming structure into conformance with the requirements of this Ordinance.

2. If the owner of the non-conforming structure or tree shall neglect or refuse to comply with such order for ten days after notice thereof, the Enforcing Officer may report the violation to the Board of County Commissioners which may proceed to have the object so lowered, removed, reconstructed or equipped and assess the cost and expense thereof upon the object or land whereon it is or was located.

3. Unless such an assessment is paid within ninety days from the service of notice thereof on the owner or his agent, the sum shall be a lien on said land and shall bear interest hereafter at the prescribed statutory rate of interest until paid and shall be collected in the same manner as taxes on real property are collected, or, at the County's option, said lien may be enforced in the manner provided for the enforcement of liens by Chapter 85, Florida Statutes.

ARTICLE VII

General Regulations

Section 1 - Buildings to Conform

No building shall be erected, reconstructed or structurally altered or land be used which does not comply with the Regulations established for the District in which the building or land is located that would allow for expansion of nonconforming buildings into conforming areas. Any building hereafter erected, reconstructed or substantial[illegible] altered, shall not encroach upon the minimum yards and other o[illegible] spaces, contained in the Regulations. Every principal building sh[illegible] front on a street. No structure or accessory building shall [illegible] erected in any residential district front yard, except on bayfront property, parking facilities or accessory buildings may be located in the front yard to protect bayfront values. No such structure shall occupy more than 25 percent of the front/rear yard or exceed 15 feet in height in a residential district.

Section 2 - Nonconforming Uses

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

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

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

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

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

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

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

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

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

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

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

Section 3 - Land Use Certificates

Before a building shall be added to, erected, reconstructed, substantially altered, or moved, a Land Use Certificate shall be obtained from the Enforcing Officer. The Certificate shall be on a form provided by the Enforcing Officer and A Land Use Certificate fee may be charged if a fee schedule is adopted by the Board of County Commissioners. Said Land Use Certificate shall be obtained prior to issuance of any Building Permits. State, Federal, and other local governmental bodies are exempt from this requirement.

A Land Use Certificate shall be issued or denied within fifteen working days from the date of application. The applicant may appeal the denial of the Certificate to the Board of Adjustment, in writing within 20 calendar days after the rejection of the application. Each application for a Land Use Certificate shall be accompanied by a plot plan drawn to scale showing the actual dimensions of the lot to be built upon, the size, shape, height and location of the building to be erected, dimensions and location of existing buildings, and width of front, side and rear yards.

When application is made to build upon a lot of nonconforming size, the application shall be accompanied by an affidavit that said lot was a Lot of Record.

A Land Use Certificate shall be valid for issuance of a Building Permit and shall be subject to the same conditions as the Building Permit (See Chapter 1, Subsection 106.3, Standard Building Code, latest adopted edition, as amended). For cause, one or more extensions of the Land Use Certificate for periods not exceeding 90 days may be issued by the Enforcing Officer. No more than extensions may be granted without Board approval. The Enforcing Officer may revoke a Land Use Certificate issued in a case where there has been a false statement or misrepresentation in the application or on the plot plan for which the certificate was issued. A Temporary Land Use Certificate is required for a mobile home or temporary structure used as an on-site real estate sales office, construction office during development of a project or stowage for tools and materials during construction on the premises. A mobile home/temporary structure used as an on-site real estate sales office, construction office or stowage of tools and materials during construction may be located in any District in which a project has been approved. The on-site real estate sales office use shall be discontinued and the mobile home/temporary structure removed no later than final closing for purchase of the last unit in the development project. The on-premise construction office or stowage of tools and materials use shall be discontinued and the mobile home, temporary structure removed immediately after the final Certificate of Occupancy is issued.

Section 4 - Septic Tanks

In areas where there are no sewerage facilities, septic tanks shall be installed in accordance with current regulations of the Florida Department of Environmental Regulation and the Escambia County Health Department.

Section 5 - Fences

Maximum heights for fences constructed in residential districts shall be:

	Solid Fences	Open Wire Fences, Hedges
Front Yard	3'	4'
Side Yard	6'	6'
Rear Yard	6'	6'

Fences shall be permitted to the street right-of-way or Marine/Estuarine/Riverine Setback (MERS) Line. No fence shall be permitted to obstruct visual clearance along a right-of-way (as determined by the County Engineer). (See Also Section 13. 4) Visual Clearance Along Rights-of-Way and at Sight Triangle Intersections.)

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

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

Section 6 - Parking

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

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

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

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

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

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

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

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

Parking Requirements for Buildings:

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

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

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

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

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

11) Hospitals - One space for each three beds, plus one space each staff doctor, plus one space for each three employees.

12) Adult Congregate Living Facilities (ACLF), Convalescent and Nursing Homes - One space for each five beds, plus one space for each two employees.

13) Marina - One space for each two boat slips.

14) Drive-In Restaurants - One space for every twenty-five square feet of gross floor area in the building, plus one space for each two employees.

15) Funeral Parlors - One space for each fifty square feet of floor area of building, plus one space for each two employees.

16) Motel - One space per unit, plus one space for each three employees.

17) Mini-warehouse Facilities - One space for each three employees plus one space for every twenty warehouse units.

18) Repair Garages, Automobile Washing Facilities and Filling Stations - One space for each two employees, plus one space for each service bay.

19) Launderettes - One space for each two washing machines.

20) Barbershops and Beauty Parlors - One space for each chair plus one space for each employee.

21) Veterinary Clinics and Hospitals - One space for each emplo plus one space for each 300 square feet of gross floor are the building.

22) Any use not specified by the Regulations shall require one parking space for each 300 square feet of gross floor area in the building. Where the use is mixed, total requirements for offstreet parking shall be the sum of the requirements for the various uses computed separately.

Whenever a normal operation of any development requires that goods, merchandise, or equipment be routinely delivered to or shipped from the development, a sufficient off-street loading and unloading area must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.

The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. The following table indicates the number and size of spaces that, presumptively, satisfy the standard set forth in this subsection. However, the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard.

Gross Leasable Area of Bldg.	Number of spaces*
10,000 - 19,999	1
20,000 - 79,999	2
80,000 -127,999	3
128,000 -191,999	4
192,000 -255,999	5
256,000 -319,999	6
320,000 -391,999	7

Plus one (1) space for each additional 72,000 square feet or fraction thereof.

* Minimum dimensions of 12 feet x 55 feet and overhead clearance of 14 feet from street grade required.

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

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

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

Section 7 - Signs

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

Section 8 - Planned Unit Developments (PUD)

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

1) Purpose

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

2) Uses Permitted

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

3) Development Plan Criteria

The PUD must:

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

(b) Provide adequate vehicular and pedestrian circulation systems.

(c) Provide adequate off-street parking.

(d) Provide adequate open space and recreational area.

(e) Provide adequate water, electric, sewerage and fire protection service.

(f) Demonstrate that the project will be a sound, well-planned development.

4) Population Densities

Population densities shall be compatible with the character of the PUD and shall be related to the public facility capacities of the surrounding area.

5) Procedure for Developing a PUD

(a) Preliminary Conference. The developer may request a meeting with the County Engineer and County Planner to discuss a potential PUD.

(b) Preliminary Plan. Four copies of a preliminary plan shall be prepared by the developer and submitted to the County Engineer. The preliminary plan may be combined with a preliminary plat. The preliminary plan shall include:

1. Topography, including contour lines at two feet intervals;

2. Complete grading plan;

3. A vicinity sketch at 400 feet or less to the inch showing surrounding streets, lots and parcels, and natural features;

4. Proposed streets, walkways and parking areas;

5. Public use areas and whether for common maintenance or for dedication to appropr public agencies.

6. General provision of public facilities:
(a) Water;
(b) Sewer;
(c) Storm drainage.

7. A description of the physical characteristics of the proposed development including total acreage, number of dwelling units, dwelling unit density, yard and spacing requirements, location of open spaces, and general architectural features and appearances of all buildings;

8. Population densities proposed;

9. Proposed schedule for development.

10. A discussion of the compatible relationship of the proposed PUD to the PUD concept and to adjacent land uses;

11. A general schematic landscape plan indicating the treatment of materials to be used as buffers and open spaces and the specimen and significant trees and flora to be preserved.

(c) Public Hearing. After submission of the preliminary plan, the proposed PUD will be reviewed by the Zoning Board of Adjustment. The Board of County Commissioners shall be advised of the Zoning Board of Adjustment recommendations concerning proposed PUD as specified in Article VIII, Sec 2, Special Exceptions.

(d) Commencement of Project. If approved by the Board of County Commissioners, construction of structures and improvements in conformance with the preliminary plan, may begin after all required permits are issued.

(e) Mandatory Review of PUD. The PUD approval shall be valid for a period of (18) eighteen months. If construction has not commenced within eighteen months from the date of approval, the PUD approval shall expire. An extension to the eighteen month period may be granted if prior to the expiration of the PUD approval the developer requests and establishes for good cause that such extension is necessary. Extensions shall be granted for a period not to exceed eighteen months. Application for extension shall be made to the Enforcing Officer for Zoning Board of Adjustment recommendation and Board of County Commission approval.

(f) Final Plan.

1. Three copies of a final plan for record shall be prepared by the developer and submitted to the County Engineer before any lots, dwelling units or structures are leased or sold. The County Engineer shall certify that the final plan is in substantial conformance with the preliminary plan, and shall submit it to the Board of County Commissioners for their approval.

2. The final plan may be combined with a final plat under the Subdivision Regulations, in which case, all restrictions on the PUD shall be included as Restrictive Covenants on or attached to the final plat.

3. All major modifications that are not in substantial conformity with the approved plan are subject to the same procedure as an original PUD.

Section 9 - Height and Area Special Exceptions

The following requirements or regulations qualify or supplement the District requirements appearing elsewhere in these Regulations.

1) Commercial and industrial buildings where permitted in a district may be increased in height when the building is set back from the required yard lines one foot for each three feet such building exceeds the height limit otherwise provided in the district in which the building is built.

2) Chimneys, penthouses, scenery lofts, elevator bulkheads, stacks, ornamental towers or spires; wireless or broadcasting towers, antennas, monuments, cupolas, domes, steeples, false mansards, parapet walls, similar structures, and necessary mechanical appurtenance may exceed required maximum heights in any district, except an airport environs area. Freestanding chimneys, stacks, wireless or broadcasting towers shall not be allowed in residential districts.

3) Public or semi-public buildings, hospitals, sanitariums, schools and churches or temples where permitted in a district may be increased in height when the front, rear and side yards are increased an additional foot for each foot such building exceeds the height limit otherwise provided in the district in which the building is built.

4) Every part of a required yard shall be open from its lowest point to the sky unobstructed except for the ordinary projection of sills, belt courses, cornices, buttresses, ornamental features and eaves provided that none of the above projections shall project into a minimum side yard more than 24 inches.

5) Any projection into a minimum yard area acceptabl[illegible] er the Standard Building Code, including stairwa[illegible]d balconies and the ordinary projections of chimne[illegible]nd flues, may be permitted where the same area so placed as not to obstruct light and ventilation. The same shall not be considered as increasing the floor area of the building.

6) On corner lots in residential districts, the side yard regulations shall apply on the street side as well as on the inside. If a building on a corner lot shall not face in the same direction as the building on the adjoining lot on either street, there shall be a side yard adjacent to the street on which the building does not face not less in width than 50% of the front yard required on that street, and no accessory building on such corner lot shall extend beyond the said 50%.

7) Customary accessory buildings utilized for agricultural activities, the growing of crops and plants, and raising of domestic animals where permitted in a district may be increased in height when the building is set back from the required yard lines one foot for each three feet such building exceeds the height limitation otherwise provided in the district in which the building is built. Buildings may not exceed maximum height limitations in an airport environ area.

Section 10 - Marine/Estuarine/Riverine Setback

Escambia County recognizes the importance of wetlands and are[illegible]f water-land interface in maintaining a healthy environment [illegible]e integrity of these sensitive areas will be protected by req[illegible]g shorelines to be retained in their natural state along the ban[illegible]of all marine, estuarine, and riverine systems to the extent possible. Section 10 is established to attain the following objectives:

1) prevent and/or reduce erosion

2) trap the sediment in overland run-off

3) protect indigenous wetlands and estuarine flora, fauna, and habitat

4) retain and enhance physical and visual aesthetics or riverine and estuarine systems.

In areas containing marine, estuarine, or riverine systems there shall be no new construction except bulkheads, docks, walkways, piers, and boathouses between Mean Sea Level (M.S.L.) established by the National Geodetic Vertical Datum of 1929 and an elevation of plus (+) 1.5 feet or within a minimum of 30 feet from the top of the generally recognized river or creek bank, during periods of Ordinary Low Water conditions, whichever is greater. These restrictions apply to all the unincorporated areas of Escambia County under the jurisdiction of the Board of County Commissioners which front on or are contiguous to the waters of Escambia Bay, Pensacola Bay, Perdido Bay, Big Lagoon, Old River, Bayou Grande, Bayou Chico, Santa Rosa Sound and including all rivers and waterways within the unincorporated areas of the County. All applicable federal and state permits shall be obtained prior to issuance of a Land Use Certificate for construction fronting on or contiguous to these waters.

1) The following exceptions to the Marine/Estuarine/Rive[illegible]e Setback (MERS) line are provided.

a. If the possibility exists that significant wet[illegible] extend landward of the MERS line, as determined from either a Department of the Interior Wetlands Inventory map or a copy of the most current Federal Emergency Management Agency Floodway Flood Boundary and Floodway Map. The applicant will be required to

provide the County with documentation showing approval from the Florida Department of Environmental Regulation/Army Corps of Engineers and the Florida Department of Natural Resources before a Land Use Certificate is issued.

b. If the applicant requests siting of a structure or conducting an activity prohibited by this Ordinance waterward of the MERS line by no more than 15 feet and the possibility exists that no wetlands or highly eroding lands are present between the MERS line and the water's edge, as determined by a Wetlands Inventory Map or a copy of the most current Federal Emergency Mangement Agency Floodway Flood Boundary and Floodway Map or an on-site inspection. The applicant will be required to provide the County with documentation showing approval from the Florida Department of Environmental Regulation/Army Corps of Engineers and the Florida Department of Natural Resources before a Land Use Certificate is issued.

2) The use of natural means, i.e. vegetation and beach renourishment, shall be used to stabilize erosion prone areas and shall be designed and implemented in accordance with sound environmental and engineering practice. Natural erosion control methods create a buffer zone providing for a greater chance of natural recovery, the normal progress of natural processes, and the entrapment of sediment laden waters.

a. The vegetation used in erosion control methods shall be those indigenous to the region.

b. Site grading, excavating or other activities which significantly disturb the property shall be allowed waterward of the MERS line only if consistent with the intent of this ordinance.

c. Applicants are encouraged to place all structures, except those which are water dependent, as far landward of the MERS line as practical.

d. Enhancement or shore protection structures shall be placed as specified in subsection 3)b.2) below. If not specified, the location of the structure will be determined by a registered Professional Engineer knowledgeable in coastal processes or by guidelines established by the U.S. Army Corps of Engineers, "Shore Protection Manual" and shall be consistent with the provisions of this subsection.

3) Rigid shore protection structures shall not be permitted waterward of the Mean High Water line. The use of rigid shore protection structures may cause significant environmental impacts. These impacts can result in increased overland runoff, loss of valuable topsoil, increased water turbidity, loss of wildlife habitat, and the loss of the natural amenity associated with shoreline areas. If available coastal engineering data indicates that rip-rap, sloping revetments, small breakwaters, short groins and other beach enhancement structure methods in combination with revegetation, are the only effective means to protect an area, and all state and federal permits are obtained, the proposed device will be evaluated on a case-by-case basis with a variance required from the Board of County Commissioners. Where applicable, the decision to grant a variance shall be based on guidelines established by the U.S. Army Corps of Engineers, "Shore Protection Manual" or data provided by a registered Professional Engineer knowledgeable in coastal processes, the choice of which is at the sole discretion of the County Commissioners.

Upon the granting of a variance the approved structure will be subject to a trial period of 360 days, at which time the property owner shall within 90 days provide evidence to the BOA that the rigid shore protection structure has not caused a significant negative environmental impact. An additional 360 day period may be required at the discretion of the Enforcement Officer. The structures and measures shall comply with appropriate state and federal regulations and cause no significant adverse impact to the adjacent or downdrift property owners or to the environment. If state and federal permits are not required, the appropriate agencies shall be notified of the request.

a. Where there exists a continuous and uniform line of rigid shore protection structures adjoining each side of the proposed rigid shore protection structure and clear deleterious effects are demonstrated as a result of the location of the adjacent existing structures, the proposed structure may be authorized along an alignment which closes the gap between the adjoining rigid protection structures to limit the physical impact to the property from those structures.

b. Construction of rigid shore protection structures designed primarily to protect minor structures (as defined by Chapter 16B-33, F.A.C.) or nonhabitable major structures shall not be permitted. Excluded from this prohibition are structures which are designed to protect major public roads, high water or sewage treatment plants, or public facilities.

1) In these instances in which a rigid protection structure is the only feasible means of protecting an existing habitable major structure, major public road, highway, water or sewage treatment plant, or public power facility, the rigid coastal protection structure shall be located as far landward as possible, consistent with design and construction requirements.

2) Proposed rigid shore protection structures shall be designed to minimize erosive and scour effects. Sloping rock revetments, rubble mound structures, and toe-scour protection are required in front of vertical bulkheads and seawalls.

c. A property with frontal coverage of a rigid shore protection structure, except those specified in 3)b.1) may have the length of the coastal protection structure limited in order to minimize adverse impacts to adjacent property not protected by rigid coastal protection structures. The owner of a proposed rigid shore protection structure shall protect the ends of the structure according to sound coastal engineering practice.

d. The selection of material and design of revetments, rubble mounds or similar structures shall be based on guidelines established by the U.S. Army Corps of Engineers, "Shore Protection Manual".

4) The repair of an existing functional shore protection structure shall be exempted from the setback of this Ordinance. Repair is defined as the mending of a structure in which no more than fifty percent of the structure requires replacement. Prior to the repair of any shore protection structure, the property owner must notify the County of the intended work, the extent of the work contemplated, notify all appropriate state and

federal agencies, and meet all state and federal regulations.

a. If more than fifty percent of a shore protection structure must be replaced, the provisions of this Ordinance shall apply.

b. An abandoned seawall or bulkheading shall be removed by the owner within a reasonable period of time as specified by the County Building Official.

5) Beach access shall be maintained to the greatest extent practical.

6) Section 10 shall not be construed as to prevent the doing of any act necessary to prevent material harm to or destruction of real or personal property as a result of a present emergency (as defined by Chapter 16B-33, F.A.C.) and the necessity of obtaining a permit is impractical and would cause undue hardship in the protection of life and property.

a. A report of any such emergency action shall be made to the County Building Official or County Engineer by the owner or person in control of the property upon which emergency action was taken as soon as practicable, but no more than ten calendar days following such action. Remedial action may be required by the County Building Official or County Engineer subject to appeal to a Board of County Commissioners in the event of a dispute.

7) The Board of Adjustment (BOA), as established by Escambia County, shall hear and make recommendations to the Board of County Commissioners who shall decide appeals and requests for variance from the requirements of this Section as provided for by Article VIII of this Ordinance.

Section 11 - Mobile Homes, Mobile Home Parks, Mobile Home Subdivisions

1) Mobile Homes on Individual Lots. A mobile home is permitted for residential use in any R-5 District and shall meet all minimum requirements for a Single-Family residence in an R-5 District. A mobile home shall not be stored or parked on any public street or alley within any Residential District (R-1 thru R-6).

2) Mobile Home Parks. A Mobile Home Park is a Special Exception in any R-5 District and a permitted use in any R-6 District. A Mobile Home Park shall have a minimum of six mobile home stands (spaces). No stand may be occupied until six stands are completed and ready for occupancy. In addition to compliance with applicable State Statutes and Administrative Rules for Mobile Home Parks, the following shall apply:

a) All necessary State of Florida Permits, Certificates and approvals for development and operation of a proposed Mobile Home Park shall be obtained prior to request for a Land Use Certificate for that development.

b) An application for a Land Use Certificate to develop a Mobile Home Park shall be accompanied by a development plan drawn to scale, prepared by a registered land surveyor or professional engineer showing:

1. Location and legal description of the proposed Mobile home Park, name and address of owner and owners of adjacent tracts.

2. Motor vehicle entry and exits, internal t[illegible] circulation patterns and off-street parking.

3. Location and size of all mobile home stands, tenant storage facilities, improvements, drainage structures, and facilities proposed for construction.

4. Location and details of perimeter walls, fences, hedges and landscaping.

3) Mobile Home Subdivisions. A Mobile Home Subdivision is Special Exception in any R-5 District and a permitted use in any R-6 District. The proposed Mobile Home Subdivision shall comply with all regulations pertaining to Site and Building Requirements for R-5 District, except minimum lot width shall be 40 feet and minimum lot area 4000 square feet. Mobile Home Subdivisions shall be permitted only on recorded plats and shall comply with the current Subdivision Regulations.

Section 12 - Zero Lot Line Developments

The minimum lot size for a zero lot line development subdivision shall be two acres. All applications for a zero lot line development shall submit a site plan and shall comply with the following criteria:

1) Minimum lot area. The minimum lot size shall be 3,600 square feet for each zero lot line development unit.

2) Dwelling Unit Setback. The dwelling unit shall be pl[illegible] on one interior side property line with no minimum se[illegible] (zero lot line), and the side yard setback on the opp[illegible] side shall be a minimum of ten feet. However, in no case shall a zero lot line dwelling unit be built closer than fifteen feet of the lot line of a contiguous parcel that is zoned R-1, R-2 and R-3. Zero lot line developments are permitted in R-4. All dwelling units shall be setback a minimum of 20 feet from the front property line and a minimum of 20 feet from the back property line.

3) Minimum lot width. The minimum lot width for any zero lot line lot shall be forty feet.

4) Maximum lot coverage. The total lot coverage permitted for all buildings on each lot shall not exceed fifty percent.

5) Building Height. The maximum building height shall not exceed two and one half stories or thirty-five feet above the habitable first floor.

6) Platting Requirements. Each dwelling shall be located on its own individual platted lot. The plat shall indicate the zero lot lines and easements appurtenant thereto.

7) Openings on Zero Lot Line Side. The wall of the dwelling located on the lot line shall have no windows, doors, air conditioning units or any other type of openings.

8) Corner Lots. Minimum side yard for corner lot shall not be less than (10) ten feet from the lot line or the street right-of-way line, whichever is greater.

9) Atriums or Courts. Atriums or courts shall be permi[illegible] on the zero lot line side when the court or atriu[illegible] enclosed and a solid wall of at least eight feet in he[illegible] is provided on the zero lot line. Said wall shall be constructed of the same material as exterior walls of the unit.

10) Maintenance and Drainage Easements. A perpetual four foot wall-maintenance easement shall be provided on the lot adjacent to the zero lot line property line, which, with the exception of walls and/or fences, shall be kept clear of structures. This easement shall be shown on the plat and shall be incorporated into each deed transferring title to the property. The wall shall be maintained in its original color and treatment unless otherwise agreed to in writing by the affected lot owners. Roof overhangs may penetrate the easement on the adjacent lot a maximum of twenty four inches, but the roof shall be so designed that water runoff from the dwelling placed on the lot line is limited to the easement area.

11) Parking. A minimum of one off-street parking spaces shall be provided on each platted lot.

Section 13 - Landscaping

Landscaping is required under this section for all development except construction of residential structures containing four dwelling units or less, and agricultural uses. Except for the above, prior to the issuance of any Land Use Certificate a plot plan shall be submitted to and approved by the Enforcing Officer. The plan shall be drawn to scale showing the landscaped area required by this section, including the calculations made to meet the minimum landscape area requirements.

A minimum of ten percent of any parcel to be developed which comes within the provisions of this section shall be devoted to landscape material. The areas herein provided for buffering between land use districts and incompatible development shall not be included in the overall ten percent requirement. The area covered by the crown of any protected tree shall count toward said ten percent (10%) requirement. Retention/detention ponds with a depth of three (3) feet or less shall qualify as landscape area.

1) Landscaping Standards.

To ensure attainment of the objectives of this Ordinance and to ensure that design standards will be met, the performance of development activities and revegetation of altered sites shall be consistent with the following standards:

a) Development shall not involve the unnecessary removal of any native vegetation. Where removal of native trees is necessary, efforts shall be made to transplant those trees, where feasible.

b) Site alteration shall occur in planned stages or in increments, not exceeding the minimum area necessary to prepare the site for the next phase of development. Prior to the approval of any site alteration, the developer of a project shall be required to provide the necessary assurances that the land will be restored to its state prior to alteration or to be stabilized if the development is not completed.

c) Adequate wind and water erosion control measure shall be put into effect prior to commencing site alteration on each increment of a project.

d) Landscaping shall largely utilize native or non-competing exotic plant species. Landscaping shall not utilize any exotic vegetation which is likely to out-compete or otherwise displace native vegetation, or require excessive use of fertilizers and water to maintain growth.

e) Developers of subdivisions shall be allowed to provide shade trees along all streets and pedestrian

paths where practicable and feasible. Existing may be preserved in the middle of the street so as traffic hazards are avoided. Appropriate mea including staking and flagging during construc must be taken by the developer to ensure the survival of the preserved trees.

f) County requirements for parking shall be reevaluated during each Mandatory Review of this Ordinance with the goal of reducing paved gravel surface areas and increasing lanscaped areas.

g) All paved ground surface areas, other than public rights-of-way, designed to be used for parking and movement of vehicular traffic, except on property used only for residential projects of five units per acre or less, shall be kept to a minimum and shall be separated by a strip of landscaped development for any boundary of the property on which the paved ground surface is located. Such a strip of landscaped development shall be at least five feet in width.

h) Where feasible, parking areas and other paved vehicular use areas shall have internal landscaping which provides visual and climatic relief from such areas and facilitates and directs pedestrian and vehicular traffic.

i) Ten foot landscaped natural buffer strips shall be provided between the common boundaries of incompatible land uses.

2) Landscaping of Parking or Other Vehicular Use Areas.

a) A five foot wide strip of privately owned land located along the property line adjacent to the street right-of-way sidewalk, and other public rights-of-way shall be landscaped. In no case shall the strip be less than five feet wide and the width of a sidewalk shall not be included. This requirement shall be credited toward the percentage requirement for the site.

b) Landscape materials required:

1) One tree for each fifty feet of linear foot frontage along a right-of-way shall be preserved or planted. The remaining area shall be landscaped with native vegetation.

c) All required landscaping shall be maintained to assure unobstructed visibility between three and nine feet above the average grade of the adjacent street and the driveway intersection.

3) Landscaped Buffer Yards Between Zoning Districts and Uses

a) The following relationships between zoning districts shall be considered incompatible and require a buffer yard:

1) R-4, R-5, R-6 Zones - Where adjacent to single-family or two-family zones (R-1, R-2, R-3, R-R).

2) C-1 and C-2 Zones - Where adjacent to si family or two-family zones (R-1, R-2, R-3, and multiple family and office zones (R-4, R- and agricultural zones (Ag).

3) ID-1, ID-2 Zones - Where adjacent to residential, commercial, agricultural and SDD zones.

b) The following relationships between land uses shall be considered incompatible and require a buffer yard:

1) Multiple-Family, Zero Lot Line and Office Uses - Where adjacent to single-family or two-family uses.

2) Commercial Land Uses - Where adjacent to residential uses.

3) Industrial Land Uses - Where adjacent to residential, office, agricultural and commercial uses.

c) For buffers between incompatible zoning districts, the property owner, lessee, or agent requesting approval of the site plan for a building permit shall be responsible for providing a buffer yard or yards, regardless of the land use intensity permitted in the zoning district in which the proposed development is located. This responsibility shall also apply to properties which are proposed for development and adjacent to a vacant parcel in an incompatible zone.

For buffers between incompatible uses within a cumulative zone, such developments adjacent to a vacant parcel shall not be responsible for providing the buffer requirement. The development within the cumulative zone creating the incompatible use relationship shall be responsible for providing the buffer.

d) Where such incompatible zoning districts or uses abut, a ten foot buffer strip shall be required. Said buffer strip shall extend the entire length of the common incompatible district or use boundaries. The planting area within this required buffer yard shall not be allowed to be credited toward the ten percent minimum landscape area.

e) A visual screen of vegetation running the entire length of all common boundaries shall be installed within the buffer strip. Such vegetation shall provide a minimum of seventy-five percent opacity for that area between the finished grade level at the common boundary line and six feet above said level and horizontally along the length of all common boundaries within three years of planting.

All landscaping shall be installed in a sound workmanlike manner and according to generally accepted good planting practices. Adequate irrigation is required. The type of vegetation used in complying with these requirements shall be indigenous or of a non-competing exotic species.

Any vegetation that dies, becomes diseased or is damaged by vehicular traffic, Acts of God or vandalism must be replaced within thirty days after notification of a violation of this section of the Ordinance.

4) Visual Clearance Along Rights-of-Way and at Sight Triangles Intersections.

The following areas shall be designed and maintained to allow visibility between three feet and nine feet above grade. (Tree trunks trimmed of foliage to nine feet, and newly planted material with immature crown development allowing visibility are exempt):

a) At the intersection of two public rights-of-w sight triangle described by the intersection o right-of-way lines extended, and a line jo points on those lines 35 feet from said intersect

b) At the intersection of a private driveway and a public right-of-way, a triangle described by the intersection of the edge of driveway and the right-of-way line, and a line joining points on those lines 13 feet from said intersection.

The above requirements may be waived by the Building Official in areas where permanent drainage swales or ditches increase the distance between pavement and right-of-way lines. Additional visibility requirements may be imposed by the Building Official where unusual topography or traffic patterns dictate.

Section 14 - Marina Siting

All federal, state and local permits must be obtained prior to the commencement of any type construction activity, lot clearing or other similar activity. Marinas shall only be sited in areas where local zoning and the Escambia County Comprehensive Plan allow such facilities. Marina support facilities shall be those allowed in Multiple Family Districts (R-4), Retail Commercial Districts (C-1), and General Commercial Districts (C-2). In addition, rental boat slips or dock space, marine fuel and lubricant sales, boat and motor sales and/or rental facilities, live bait sales, boat dry storage, auto parking lots, public restrooms, potable water, minor and/or major boat and engine repair, ice, food and beverage sales, on and off-premises, ship chandler and fishing tackle sales, are permitted in connection with a marina as the principal business off facilities for boats, boat owners, crews and guests.

An applicant for a marina facility shall demonstrate that the facility is within reasonable traveling distance of a significant population of marina users, as determined by FDNR's Marina Needs Analysis, by roadway and by waterway.

If in the future the following are designated within Escambia County, an applicant shall be required to demonstrate that a marina in the designated area is clearly in the public interest.

1) Aquatic preserve.

2) Outstanding Florida waters and Class I waters.

3) Marine and Estuarine Sanctuaries.

4) Areas approved or conditionally approved by the Department of Natural Resources (DNR) for shellfish harvesting.

5) Other highly productive and/or unique habitats as determined by DNR, based on vegetation and/or wildlife species.

6) Areas designated on the Department of Community Affairs (DCA) Oil Spill Sensitivity Atlases as sensitive to oil spills.

Any applicant for a marina facility shall by required to demonstrate the Following:

1) The marina has sufficient upland area to accommodate needed utilities and marina support facilities. Insufficient uplands exist, or if significant sensi natural systems would be damaged by siting of supp facilities, adequate access to all needed utilities shall be demonstrated. Facilities are encouraged to utilize pervious materials for parking areas.

2) Non-water dependent facilities such as restaurants and bait-and-tackle shops are situated on uplands, except where the location of such facilities over public lands has been permitted by applicable local, state and federal agencies.

3) The general area, on-site, and adjacent roadways have the capacity to accommodate the projected vehicular traffic associated with the marina.

4) Adequate capacity to accommodate the anticipated volume of sewage and the ability to handle the waste[1] in accordance with state standards, either by means of on-site pump-out and treatment facilities or connection to a treatment plant. All marinas with fuel facilities shall provide pump-out facilities at each fuel dock. Commercial marinas and those which serve live-aboard or overnight transient traffic shall provide upland sewage facilities. Facilities of 100 slips or more shall provide permanent pump-out facilities.

5) Capability of applicants to respond to and contain any petroleum or hazardous material spills within the boundaries of the owned or leased area.

6) The capacity to provide maximum practicable protection of the contents of the proposed premises from damages caused by wind and wave forces resulting from hurricanes. Structures shall comply with all applicable coastal construction codes. Applicants shall also demonstrate the ability to evacuate persons and vessels by area roadways (by documenting traffic capacities) and by area waterways.

7) The marina facilities has no adverse impact on archaeological or historical properties as defined by the Florida Department of State.

Docking facilities shall only be approved in locations having adequate water depth to accommodate the proposed boat use. Greater depths shall be required for those facilities designed for or capable of accommodating boats having greater than a three foot draft. These depth requirements shall also apply to the area between the proposed facility and any natural or other navigation channel, inlet or deep water. Ingress and egress shall be delineated by appropriate markers indicating speed limits and any other applicable regulations. Where necessary, marking of navigational channels may also be required.

Docking facilities shall only be approved which require minimal or no dredging or filling to provide access by canal, channel, or road. This restriction shall also apply to widening or deepening any existing canal or channel; but not to regular maintenance dredging and filling to meet depth standards of existing canals or channels.

Applicants shall ensure that appropriate erosion control protection as determined by DER and DNR, will be in place before, during and after construction.

Applicants shall make an effort to retain and/or restore natural submerged and emergent vegetation. Applicants shall provide ways to improve, mitigate, or restore unacceptable environmental impacts caused by the proposed facility. This may include shallowing dredged areas, restoring wetlands or submerged vegetation on-site or re-establishment of a comparable habitat at an alternative location. Applicants shall maintain water quality standards as provided by Chapter 403, Florida Statutes.

Section 15 - Land Use Certificate Fee

The Board of County Commissioners may establish by resolution, a fee schedule for activities required by this Ordinance. The fee schedule may be amended from time to time by resolution of the Board of County Commissioners.

Section 16 - Review Criteria for Environmental Sensitive Areas

All projects will be reviewed utilizing the Wetland Inventory Maps Soil Conservation Maps. All commercial developments (as defined in the definition section of this ordinance), on a parcel of less than one acre in size or any residential development on a parcel less than two and one-half acres which do not appear on either map as having wetlands may obtain a Land Use Certificate. If wetlands are determined to be present, a field verification survey will be required.

A field verification survey will be required for all commercial developments of at least one acre in size or any residential development of at least two and one-half acres in size.

If any land within the jurisdiction of this ordinanace is to be developed as set forth above and is determined to have wetland areas within the boundaries of the property, the Planned Unit Development process as set forth in the Special Development District Section must be completed unless the project can be exempted (as herein set forth), or the administrative waiver provision applied. The determination as to the presence of any wetlands on the project site will involve and examination of the following:

A. The U.S. Department of the Interior Fish and Wildlife Wetland Inventory Maps.

B. The U.S. Department of Agriculture Soil Maps.

C. Any jurisdictional determinations which may have been completed for the project site by the U.S. Army Corps of Engineers or Department of Environmental Regulation.

Exemption.

A project may be exempt from the requirements of this section if one of the following can be accomplished:

1. The property does not show up on either the Wetland Inventory Maps or the Soil Conservation Maps as having any wetlands on the property and the Planning & Development Department confirms this information through an on-site inspection of the subject property.

2. The property owner/developer can provide the Planning & Development Department with a written preliminary determination or jurisdictional survey from the Department of Enviromental Regulation and Corps of Engineers (that has been rendered within the last year of the submission date of the project for a Land Use Certificate), that there are no wetlands on the project site and said information can be verified by the Planning & Development Department through an on site investigation. Said on-site investigation will consider the soils, vegetation and hydrological criteria as set forth by the Corps of Engineers and Department of Environmental Regulation for wetlands determination.

3. The property owner/developer can provide evidence that any wetlands which may be located upon the property will not be adversely impacted by the proposed development and the Planning & Development Department concurs with said analysis. In making its determination the Planning & Development Department will conduct an on-site visit and review all pertinent data relative to the porject site which will include any Corps of Engine or Department of Environmental Regulation findings, Soils and U.S. Department of Interior Fish and Wildlife Wet Inventory Maps.

Administrative Waiver.

The Zoning Official may waive the requirement of this section if the property owner/developer agrees to preserve that portion of the

project site determined to be wetlands and shall submit to the Zonin Official for filing in the Official Records of the County a notarize covenant providing that no present or future development shall parcel(s) or any portion of said parcel determined to be wetlands take place. The parcel(s) or portion of a parcel which is preserve shall be designated "open space" on the plat/site plan and on th zoning map. The covenant shall run with the land and shall bind al successors in interest in perpetuity. The developer may transfer th residential density permitted within the district from the acreag determined to be wetlands to the portion of the parcel approved fo development, thus increasing the density in the approved developabl acreage. Residential density may be transferred from that portion o the project site that is determined to be wetlands as follows:

District	Maximum Density Transfer Permitted
R-1	2 per acre
R-2	3 per acre
R-3	4 per acre
R-4	5 per acre
R-5	6 per acre
R-6	7 per acre
C-1	8 per acre
C-2	8 per acre

Minimum Wetland Criteria for Field Verification.

All field verification surveys conducted by the Planning & Developmen Department will utilize the Federal Manual for Identifying an Delineating Jurisdictional Wetlands, January 1989 edition as publishe by the Fish and Wildlife Service, Environmental Protection Agency Department of Army Corps of Engineers and Soil Conservation Servic and any additional criteria as set forth in Department o Environmental Regulation, Florida Administrative Code 17.3.022, an subsequent amendments thereto.

Procedure.

The proposed project shall be reviewed by the Planning & Developmen Department within fifteen working days of submission of plan. Eac application shall be accompanied by a plot plan drawn to scale showin the actual dimensions of the parcel to be built upon, the size, shape height and location of the building to be erected, dimensions an locations of existing buildings, and the width of front, side and rea yards.

All projects which do not receive staff approval, or exempt out, o can take advantage of the Administrative Waiver provision, mus complete the Planned Unit Development/Special Development Distric process.

ARTICLE VIII

Zoning Board of Adjustment

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct an required public hearings to grant or deny applications for variance and special. Said Board shall conduct any public hearings concernin appeals made by those persons aggrieved by interpretations o administration of these regulations. Any decision made by the Boar of Adjustment shall be final unless it is appealed to the Board o County Commissioners.

Section 2 - Powers and Duties

The Zoning Board of Adjustment shall have the following jurisdictio and authority.

Special Exceptions

The Zoning Board of Adjustment is authorized to hear and to approve disapprove only such Special Exceptions, as specifically authorized these Regulations. The Zoning Board of Adjustment may decide: (a) such questions as are involved in determining whether Special Exceptions should be granted; (b) to grant Special Exceptions with such conditions and safeguards as are appropriate under these Regulations; or (c) to deny Special Exceptions when not in harmony with the purpose and intent of these Regulations. A Special Exception shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) A written application for a Special Exception is submitted indicating the section of this Ordinance under which the Special Exception is sought and stating the grounds on which it is requested.

2) A public hearing shall be held by the Zoning Board of Adjustment. The owner of the property for which Special Exception is sought or agent of the owner, and the owners of property within 500 feet of the affected property shall be notified by regular mail, at least 10 days prior to the public hearing. Notice of such hearing shall be posted in a conspicuous spot on the property for which Special Exception is sought, 10 days prior to the public hearing. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover the cost of hearing, publication and distribution of notice.

3) The public hearing shall be held by the Zoning Board Adjustment. Any party may appear in person or represented by agent or attorney.

4) Before any Special Exception shall be issued, the Zoning Board of Adjustment shall make written findings certifying compliance with the specific rules governing individual special exceptions, and that satisfactory provision and arrangement have been made concerning that following where applicable:

   (a) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.

   (b) Off-street parking and loading areas, where required, with particular attention to the items in (a) above, and the economic, noise, glare, or odor effects of the Special Exception on adjoining properties and properties generally in the District.

   (c) Refuse and service areas with particular reference to items (a) and (b) above.

   (d) Utilities with reference to location, availability and compatibility.

   (e) Screening and buffering with reference to type, dimensions and character.

   (f) Signs, if any, and proposed exterior lighting with reference to glare, traffic safety, economic ef and compatibility and harmony with properties i District.

   (g) Required yards and other open space.

   (h) General compatibility with adjacent properties and other property in the District.

5) The Zoning Board of Adjustment may impose such conditions on the granting of the Special Exception as may be necessary to prevent injurious effects on other property in the District.

6) Notification: Within 15 days of the date of public hearing the Zoning Board of Adjustment shall send to the person or entity requesting the Special Exception a notification of the action taken and the finding of fact upon which such action was taken.

Special Exceptions Waiver

The Board of County Commissioners may authorize upon appeal in specific cases such variance from the terms of Special Exception provisions of this Ordinance as will not be contrary to the public interest.

Waivers to the Special Exception Provisions shall be granted as follows:

1) The Enforcing Officer is hereby authorized to grant waivers in medical emergencies for placement of mobile homes as guest residences on behalf of the Board of County Commissioners providing applicant completes the following requirements:

a) The applicant must submit to the Enforcing Officer

1. a completed Request for Special Exception;

2. a letter from a physician or director of the appropriate hospital or hospice stating that a medical emergency exists with a member of the applicant's immediate family (as defined in this Ordinance) and the nature of that emergency;

3. a fee of $50.00;

4. a petition signed by at least 80% of property owners located within 500' of the subject property indicating that they have no objection to the placement of the mobile home as a guest residence on the applicant's property;

5. an acknowledgement signed by the applicant indicating that when the medical emergency no longer exists, in order to maintain the mobile home as a guest residence, the normal procedure for approval of a Special Exception will have to be followed.

2) The applicant must meet the minimum lot size requirement for placement of a guest residence as follows:

District	Minimum Lot Size
R-1	3/4 of an acre
R-2	3/4 of an acre
R-3 Through C-2	None

3) A finding of no significant negative impact resulting from the analysis performed by staff of the Planning and Development Department pursuant to ordinance requirements. Negative impact shall be defined as not being able to meet the requirements for consideration of a Special Exception as set forth in this Ordinance.

Variances

The Zoning Board of Adjustment may impose such conditions and restrictions upon the premises benefited by a variance (A modificatio

of the Land Use Regulations when such modification will not contrary to the public interest and when, owing to conditions pecu to the property and not the result of the actions of the applican literal enforcement of the ordinance would result in unnecessary undue hardship. A variance is authorized only for height, area, bulk, and size of structure or yard size, and open spaces. Establishent or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the district or classification or in adjoining districts or classifications) as may be necessary to prevent injurious effects upon other property in the neighborhood and to better carry out the general intent of this Ordinance.

1) Conditions. No variance in the application in the provisions of this Ordinance shall be made or granted by the Board of County Commissioners unless said Board shall find:

   (a) That there are exceptional circumstances or conditions applicable to the property that do not apply generally to other property in the same vicinity and District.

   (b) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and District, but which is denied to the property in the request.

   (c) That the granting of such variance will not be injurious to the property or improvements in s vicinity and District in which the property question is located or otherwise detrimental to public welfare.

2) The Zoning Board of Adjustment shall make findings that the requirements above have been met by the applicant for variance.

3) The Zoning Board of Adjustment shall further make a finding that the reasons set forth in the application justify the granting of a variance, and that the variance is the minimum variance that will make possible the use of the land, building, or structure.

4) Notification: The Zoning Board of Adjustment shall, within 15 days of the date of decision, send to the person or entity requesting the variance notification of the actions and the finding of fact upon which action was taken.

Appeals

Appeals from decisions of the Zoning Board of Adjustment may be taken to the Board of County Commissioners by the petitioner or any owner of property located within 500 feet aggrieved by such decision. Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.

The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (publi in a newspaper in general circulation in Escambia County) of intent to hear and make a decision on the appeal. Any party appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.

ARTICLE IX

ENFORCEMENT AND PENALTY

Section 1 - Enforcement

The County Administrator or his duly authorized representative is hereby designated the Enforcing Officer and is authorized to enforce these Regulations.

Section 2 - Misdemeanor

Violations of county ordinances shall be prosecuted in the same manner as misdemeanors are prosecuted. Such violations shall be prosecuted in the name of the state in court having jurisdiction of misdemeanors by the prosecuting attorney thereof and upon conviction shall be punished by a fine not to exceed $500 or by imprisonment in the county jail not to exceed 60 days or by both such fine and imprisonment.

Section 3 - Injunctive Relief

Upon approval of the Board of County Commissioners, the Enforcing Officer, in the name of Escambia County, may institute a civil action in a Court of competent jurisdiction to seek injunctive relief to enforce compliance with these Regulations. The bringing of an action requesting injunctive relief shall not limit or prohibit the issuance of an injunction for any other violation of these Regulations. All of the judicial and administrative remedies that are provided within these Regulations shall be independent and cumulative.

Section 4 - Daily Penalties

For the purpose of these Regulations, a separate offense shall be deemed committed for each day a violation of these Regulations exists, said time commencing at the time of notifying the offender of the violation.

ARTICLE X

MANDATORY REVIEW

At least once every five years commencing from the date of adoption of these Regulations, the Board of Adjustment, assisted by the Enforcing Officer, shall review these Regulations, determine such changes as necessary, if any, and recommend any required amendments to the Board of County Commissioners.

ARTICLE XI

AUTHORITY OF THE BOARD OF COUNTY COMMISSIONERS TO AMEND, SUPPLEMENT, CHANGE, MODIFY OR REPEAL

The Board of County Commissioners may from time to time amend supplement, change, modify or repeal the regulations, restrictions or District boundaries set out in these Regulations.

1) Any person requesting an amendment, supplement, change or repeal of any regulation, restrictions or District boundary in these Regulations shall make an application for such change with the Enforcing Officer and the Board of Adjustment on forms provided by the Enforcing Officer.
Planning Board

2) The Planning Board shall review each application and make their recommendation to the Board of County Commissioner not later than 45 days after submission of the Application to the Board of Adjustment. On all requests, the Planning Board shall either recommend to the Board of County Commissioners that a public hearing be held; and the request granted or denied at the conclusion of the hearing.

3) A Public Hearing shall be held by the Planning Board for a zoning change of any specifically designated property (rezoning). On all requests, the Planning Board shall either recommend to the Board of County Commissioners that the request be granted or denied.

The Planning Board shall consider the following, as are relevant, in making a recommendation on an application for a change to district boundaries or rezoning:

a) The zoning history of the subject parcel;

b) Conformity to the Comprehensive Plan;

c) Uses permitted in the requested zoning district;

d) Impact on the surrounding transportation network (consider traffic counts, design capacity and traffic flow generated by change);

e) Availability and capacity of public services (gas, water, sewer, other);

f) Nature of surrounding land uses (compatibility with adjacent districts and uses);

g) Environmental impact of the use;

h) The creation of an isolated district unrelated to adjacent districts (spot zoning);

i) Applicable development standards promulgated by the Board of County Commissioners.

4) The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of hearing and distribution of notice. At least 10 days prior to the public hearing a notice of the time and place of the hearing shall be mailed to all owners of property lying within 500 feet. All owners of property under consideration for change will be notified by regular mail. The parcel of land affected by the proposed changes will be posted with a notice advertising the public hearing at least 10 days before the hearing date. Publication in a newspaper of general circulation in Escambia County at least 10 days prior to the amendment, supplement, change, modification or repeal of these regulation shall be proper public notice.

ARTICLE XII

SEVERABILITY

If any section, subsection, paragraph, sentence, clause, phrase or portion of these Regulations is for any reason found void, invalid, unlawful, or unconstitutional by any Court of competent, jurisdiction, such portion shall be deemed to be a separate, distinct, independent, and severable provision and such holding shall not affect the validity of the remaining portions of these Regulations.

ARTICLE XIII

HIGHER STANDARDS

Where any section, subsection or phrase of these Regulations may be deemed to be in conflict with any section, subsection, sentence or phrase of any other regulation or ordinance of Escambia County, Florida, the regulation or ordinance requiring the higher standard shall prevail except as otherwise provided herein.

ARTICLE XIV

REPEALER

Escambia County Ordinance Numbers 88-11, 88-17, 89-02, 89-09 and 89-18 are hereby repealed.

ARTICLE XV

EFFECTIVE DATE

In accordance with Section 125.66(2), Florida Statutes, a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment, and this Ordinance shall take effect upon receipt of official acknowledgment that said Ordinance has been filed.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: _____
Chairman

ATTEST: JOE A. FLOWERS,
COMPTROLLER

By: _____
Clerk

(S E A L)

ADOPTED: August 15, 1989

TABLE OF CONTENTS

SUBJECT		PAGE
Preamble		1
Article I	Short Title	1
Article II	Enactment and Authority	1
Article III	Jurisdiction	2
Article IV	Purpose and Intent	2
Article V	Definition of Terms	3
Article VI	District, Boundaries, Land Use Map Lots of Record	15
Section 1	District Nomenclature	15
Section 2	R-1 Single-Family District, Low Density (0-4 DU's/acre)	17
Section 3	R-2 Single Family District, Low Medium Density (0-7 DU's/acre)	18
Section 4	R-3 One and Two-Family District, Medium Density (0-10 DU's/acre)	19
Section 5	R-4 Multiple-Family District, Medium High Density (0-18 DU's/acre)	21
Section 6	R-5 Urban Residential/Limited Office District, High Density (0-20 DU's/acre)	23
Section 7	R-6 Residential Neighborhood Commercial District, High Density (0-25 DU's/acre)	24
Section 8	C-1 Retail Commercial District	26
Section 9	C-2 General Commercial District	28
Section 10	ID-1 Light Industrial District	30
Section 11	ID-2 General Industrial District	32
Section 12	S-1 Outdoor Recreational District	33
Section 13	R-R Rural Residential District	33
Section 14	AG Agricultural District	34
Section 15	SDD Special Development District	36
Section 16	Airport Land Use	45
Part I	Findings	45
Part II	Applicability	45
Part III	Definitions	46
Part IV	Height Limitations	49
Part V	Airport Environs, Uses and Site and Building Requirements	55
Part VI	Uses Interfering with Aircraft	69
Part VII	Nonconforming Uses	70
Part VIII	Platted Property	71
Part IX	Land Use Certificate	71
Part X	Special Approval	73
Part XI	Zoning Board of Adjustment	73
Part XII	Remedies	76
Article VII	General Regulations	76

Section 1 Buildings to Conform.....76

Section 2 Nonconforming Uses.....77

Section 3 Land Use Certificates.....78

Section 4 Septic Tanks.....78

Section 5 Fences.....78

Section 6 Parking.....79

Section 7 Signs.....81

Section 8 Planned Unit Developments (PUD).....81

Section 9 Height and Area Special Exceptions.....83

Section 10 Marine/Estuarine/Riverine Setback.....84

Section 11 Mobile Homes, Mobile Home Parks,
Mobile Home Subdivisions.....87

Section 12 Zero Lot Line Developments.....88

Section 13 Landscaping.....89

Section 14 Marina Siting.....92

Section 15 Land Use Certificate Fee.....93

Section 16 Review Criteria for Environmental
Sensitive Areas.....94

Article VIII Urban Area Land Use Regulations
Board of Adjustment.....95

Section 1 Establishment and Procedure.....95

Section 2 Powers and Duties.....95
Special Exceptions.....96
Variances.....97
Appeals.....98

Article IX Enforcement and Penalty.....99

Section 1 Enforcement.....99

Section 2 Misdemeanor.....99

Section 3 Injunctive Relief.....99

Section 4 Daily Penalties.....99

Article X Mandatory Review.....99

Article XI Authority of the Board of County
Commissioners to Amend, Supplement,
Change, Modify or Repeal.....99

Article XII Severability.....100

Article XIII Higher Standards.....100

Article XIV Repealer.....101

Article XV Effective Date.....101

ORDINANCE NO. 92-38

AN ORDINANCE RELATING TO ESCAMBIA COUNTY, FLORIDA, AMENDING ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY; AMENDING ARTICLE VI, DISTRICTS, BOUNDARIES, LAND USE MAP, LOTS OF RECORD; AMENDING ORDINANCE NUMBER 86-7, LAND USE REGULATIONS, UNIVERSITY OF WEST FLORIDA VICINITY; AMENDING ARTICLE VI, DISTRICTS, BOUNDARIES, LAND USE MAP, LOTS OF RECORD; AMENDING ORDINANCE NUMBER 89-6, ZONING REGULATIONS OF PERDIDO KEY; AMENDING ARTICLE VI, DISTRICTS, BOUNDARIES, ZONING MAP; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

SECTION 1. ARTICLE VI, Districts, Boundaries, Land Use Map, Lots of Record, Section 2, R-1 Single Family District, of Escambia County Ordinance No. 89-27, Urban Area Land Use Regulations, is amended to read as follows:

A. Uses Permitted

5) The keeping of miniature Vietnamese Potbelly Pigs, not to exceed 100 pounds and not to exceed one (1) pig per household, as a household pet in residential areas.

SECTION 2. ARTICLE VI, Districts, Boundaries, Land Use Map, Lots of Record, Section 2, R-1 Single Family District, of Escambia County Ordinance No. 86-7, Land Use Regulations, University of West Florida Vicinity, is amended to read as follows:

A. Uses Permitted

10) The keeping of miniature Vietnamese Potbelly Pigs, not to exceed 100 pounds and not to exceed one (1) pig per household, as a household pet in residential areas.

SECTION 3. ARTICLE VI, Districts, Boundaries, Zoning Map, Section 1.1, R-1 Low Density, of Escambia County Ordinance No. 89-6, Zoning Regulations of Perdido Key, is amended to read as follows:

A. Uses Permitted

8) The keeping of miniature Vietnamese Potbelly Pigs, not to exceed 100 pounds and not to exceed one (1) pig per household, as a household pet in residential areas.

SEP 3 ... SECRETARY OF STATE
OCT 1 11 24 AM
FILED

SECTION 4. Effective Date

In accordance with Section 125.66(2), Florida Statutes, a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment, and this Ordinance shall take effect upon receipt of official acknowledgment that said Ordinance has been filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 24th day of September, 1992.

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA

By: W. A. "Buck" Lee
W. A. "Buck" Lee, Chairman

ATTEST: JOE A. FLOWERS,
COMPTROLLER

By: Joe A. Flowers
Clerk

(S E A L)

ORDINANCE NUMBER 90-7

AN ORDINANCE RELATING TO ESCAMBIA COUNTY, FLORIDA AMENDING THE URBAN AREA LAND USE REGULATIONS, ORDINANCE NUMBER 89-27, AS AMENDED; AMENDING ARTICLE VI, DISTRICT, BOUNDARIES, LAND USE MAP, LOTS OF RECORD, SECTION 2 - R-1 SINGLE FAMILY DISTRICT, LOW DENSITY (0-4 DU'S/ACRE), TO ALLOW UP TO TWO MOBILE HOMES AS GUEST RESIDENCES PER TWO ACRES IN ADDITION TO THE PRINCIPAL STRUCTURE; AMENDING ARTICLE VII, GENERAL REGULATIONS, SECTION 2 - NONCONFORMING USES, TO ALLOW AN EIGHT MONTH EXTENSION OF THE TIME TO ALLOW THE SUBMISSION OF THE NECESSARY FINAL PLAT UNDER CERTAIN CIRCUMSTANCES; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Article VI, District, Boundaries, Land Use Map, Lots of Record, Section 2 - R-1 Single Family District, Low Density (0-4 DU's/acre), of Escambia County Ordinance No. 89-27, as amended, is amended to include the following:

B. Special Exceptions

1) Guest Residences of no more than one guest residence per dwelling unit (DU) per lot. Mobile Homes utilized as guest residences of up to two per dwelling unit (DU) per lot (minimum lot size of 3/4 acre required for one mobile home or a minimum of 2 acres required for two mobile homes utilized as guest residences) providing that the following criteria is met.

Criteria

In addition to the special exception criteria contained in Article VIII, Section 2, of Ordinance Number 89-27, as amended, a request for a special exception for mobile home(s) as guest residence(s) in R-1 Districts must conform to the following criteria:

a. The applicant must reside in the principal residence on the lot, parcel, tract where the mobile home(s) as guest residences are requested;

b. The lot, parcel, or tract must contain at least two acres in order for two mobile homes to be utilized as guest residences; otherwise, only one mobile home will be allowed as a guest residence;

c. The mobile home(s) must be utilized truly as guest residences and must be exclusively used for housing members of the immediate family of the owner of the principal residence;

d. The mobile home(s) must be of a similar or simulated exterior finish material that is in general keeping with the principal residence and the neighborhood;

e. The mobile home(s) must be completely skirted, tied down, and meet all other building and sanitary code requirements of the County;

f. The mobile home(s) must meet all other zoning setbacks and requirements; and

g. The applicant must submit a scaled site [illegible] showing conformance with items (a) through [illegible] contained in Paragraph 4) of Article VIII, Section 2, of Ordinance Number 89-27, as amended.

h. Under no circumstances will the applicant be allowed to utilize the mobile home for any other use other than a guest residence for an immediate member of the family as herein defined.

Section 2. Article VII, General Regulations, Section 2 - Nonconforming Uses, of Escambia County Ordinance No. 89-27 as amended, is amended to include the following:

Section 2 - Nonconforming Uses

The lawful use of a building, structure or land use existing as of the date of adoption of these Regulations shall not be affected by these Regulations although the existing use may not conform to these Regulations.

No structural alterations shall be made to a building, structure or use which is by definition as herein specified nonconforming , except those required by law or ordinance, or ordered by an authorized official to secure the safety of the building of the occupants. If such nonconforming building, structure or use is removed or discontinued for a continuous period of 365 days, any future use of the building or structure, or use shall be in conformity with these Regulations. Any building, structure or use not conforming to these Regulations which is rebuilt substantially altered shall conform to all applicable Cou[illegible] Codes, Ordinances and the requirements of these Regulations.

When a nonconforming use is destroyed by fire or act of God, said structure may be reconstructed given the following:

A. The structure is built to the same or smaller size as the building or structure which was destroyed.

B. The same use which was previously conducted is reestablished.

C. The building or structure is replaced within 365 days.

When an existing building or structure is a permitted use within the Land Use District in which it is located but is considered nonconforming because of setbacks, said building or structure may be expanded into the available setback area(s) (side, rear and/or front) as long as required setbacks are not violated.

No nonconforming building shall be enlarged to cover a greater area of land than that occupied or be expanded to include more floor area than on the date of adoption of these Regulations, with the exception of a replacement mobile home provided that the required setbacks and yard requirements of the Zoning District in which it is placed are met.

Necessary maintenance and repairs may be made to any nonconforming building or structure or use provided that said activity does not involve the expansion or enlargement of the size of the building, structure or use. For purposes of this provision, maintenance shall be defined as the normal and routine repair of a building, structure or use.

Mobile homes in place at the time of adoption of this Ordinanc[illegible] may be replaced with another mobile home provided that th[illegible] replacement is done on a one for one basis (one mobile home is replaced by only a one family mobile home). A replacement mobile home must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

All Preliminary Plats and Lot Coverage Submittal Packages for commercial projects which have been received and logged into the Engineering Department by December 31, 1988, will be honored based upon current regulations. Any Preliminary Plats and Lot Coverage Submittal Packages for commercial projects which have been received and logged into the Engineering Department after December 31 1988, are required to comply with these zoning regulations. A final plat must be filed in the Engineering Department by November 30, 1989. Any final plat received in the Engineering Department later than November 30. 1989, for which a preliminary plat was submitted by December 31 1988, must be in compliance with these zoning regulations. A Building Permit must be obtained from the Building Inspections Department for approved commercial project Site and Drainage Plans, which were submitted by December 31 1988, by November 30, 1989. Approved commercial project Site and Building Plans for which Building Permits have not been obtained by November 30, 1989 must be in compliance with this ordinance.

An extension of the time to allow the submission of the necessary final plat may be granted provided that the developer could have submitted the necessary exhibits, but for a State of Florida, Department of Environmental Regulation moratorium on the Escambia County Utilities Authority wastewater treatment plants. Such provision also providing that when the moratorium is lifted by the State, an additional period of eight months is provided to allow the developer of any subdivisions which had previously filed preliminary plats, and from which all final plats could have been submitted on-time, to submit all the necessary final plat requirements and otherwise be considered a subdivision in transition of the original imposition of these zoning regulations. In such instances the following procedure, expiration date, and finding shall be used.

A. Procedure

After consideration of evidence that a developer has previously submitted a preliminary subdivision plat in accordance with the above provisions of transitioning developments which are already in the development review process, and after consideration of evidence from the Florida Department of Environmental Regulation that no further sewerage connections be permitted to a particular wastewater treatment plant owned and operated by the Escambia County Utilities Authority due to environmental reasons, the subdivision in question may be granted an additional eight months time to submit all of the required exhibits for filing a final subdivision plat. This additional time will only be granted when the moratorium for sewerage connections has been lifted by the Florida Department of Environmental Regulation.

Nothing herein presented affects the normal subdivision regulation review or fees collected in any manner. This procedure deals with the imposition or transition of certain regulations contained within this ordinance.

B. Expiration Date

This special provision is intended to grant relief only to those persons or developers who have legitimately begun the subdivision review process prior to the original enactment of this Ordinance, and only those persons or developers whose development or subdivision was located within an area then currently under a sewerage connection moratorium imposed by the Florida Department of Environmental Regulation for environmental reasons on wastewater treatment plants owned and operated by the Escambia County Utilities Authority. This special provision grants a onetime eight month extension of time during which a developer may submit all the necessary documentation, exhibits, drawings, and engineering for the filing of a final subdivision plat. This

provision for a one time eight month time extension exp one year from the effective date of this ordinance.

C. Finding

The matter of extension of the transition of time-frames for submitting all the necessary final plat requirements may be handled administratively by the Enforcing Officer after making findings of fact that the above provisions have been met.

Section 3. Effective Date

In accordance with Section 125.66 (2), Florida Statutes, a certified copy of this ordinance shall be filed with the Department of State by the Clerk to the Board of County Commissioners within ten (10) days after enactment, and this Ordinance shall take effect upon receipt to official acknowledgment that said Ordinance has been filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida, this 5th day of June, 1990.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Kenneth A. Kelly
Chairman

ATTEST: JOE A. FLOWERS
COMPTROLLER

By: Joe A. Flowers
Clerk

(S E A L)

ORDINANCE NO. 92-2

AN ORDINANCE RELATING TO ESCAMBIA COUNTY, FLORIDA, AMENDING ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY; AMENDING ARTICLE VIII, ZONING BOARD OF ADJUSTMENT; AMENDING ORDINANCE NUMBER 86-7, LAND USE REGULATIONS, UNIVERSITY OF WEST FLORIDA VICINITY; AMENDING ARTICLE VIII, ZONING BOARD OF ADJUSTMENT; AMENDING ORDINANCE NUMBER 89-6, ZONING REGULATIONS OF PERDIDO KEY; AMENDING ARTICLE VIII, ZONING BOARD OF ADJUSTMENT; PROVIDING FOR THE REPEAL OF ORDINANCE NUMBER 91-2; PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

SECTION 1. ARTICLE VIII, Zoning Board of Adjustment, of Escambia County Ordinance No. 89-27, Urban Area Land Use Regulations, is amended to read as follows:

ARTICLE VIII

Zoning Board of Adjustment

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final unless it is appealed to and overturned by the Board of County Commissioners.

Section 2 - Powers and Duties

The Zoning Board of Adjustment shall have the following jurisdiction and authority.

Special Exceptions

The Zoning Board of Adjustment is authorized to hear and to approve or disapprove only such Special Exceptions as specifically authorized by these Regulations. The Zoning Board of Adjustment shall decide: (a) such questions as are involved in determining whether Special Exceptions should be granted; (b) to grant Special Exceptions with such conditions and safeguards as are appropriate under these Regulations; or (c) to deny Special Exceptions when not in harmony with the purpose and intent of these Regulations. A Special Exception shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for a Special Exception has been submitted indicating the section of this Ordinance under which the Special Exception is sought and stating the grounds on which it is requested.

2) A public hearing shall be held by the Zoning Board of Adjustment. The owner of the property for which Special Exception is sought or agent of the owner, and the owners of property within 500 feet of the affected property shall be notified by regular mail, at least 10 days prior to the public hearing. Notice of such hearing shall be posted in a conspicuous spot on the property for which Special Exception is sought, at least 10 days prior to the public hearing. The applicant shall deposit with the Board of County Commissioners an amount to be established by resolution of the Board of County Commissioners to cover the cost of hearing, publication and distribution of notice.

(a) The applicant must submit to the Enforcing Officer

1. a completed Request for Special Exception;

2. a letter from a physician or director of the appropriate hospital or hospice stating that a medical emergency exists with a member of the applicant's immediate family (as defined in this Ordinance) and the nature of that emergency;

3. a fee to be established by resolution of the Board of County Commissioners;

4. a petition signed by at least 80% of property owners located within 500' of the subject property indicating that they have no objection to the placement of the mobile home as a guest residence on the applicant's property;

5. an acknowledgment signed by the applicant indicating that when the medical emergency no longer exists, in order to maintain the mobile home as a guest residence, the normal procedure for approval of a Special Exception will have to be followed.

2) The applicant must meet the minimum lot size requirement for placement of a guest residence as follows:

District	Minimum Lot Size
R-1	3/4 of an acre
R-2	3/4 of an acre
R-3 Through C-2	None

3) A finding of no significant negative impact resulting from the analysis performed by staff of the Planning and Zoning Department pursuant to ordinance requirements. Negative impact shall be defined as not being able to meet the requirements for consideration of a Special Exception as set forth in this Ordinance.

Variances

The Zoning Board of Adjustment may impose such conditions and restrictions upon the premises benefited by a variance (A modification of the Land Use Regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship. A variance may be authorized only for height, area, bulk, and size of structure or yard size, and open spaces. Establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the district or classification or in adjoining districts or classifications) as may be necessary to prevent injurious effects upon other property in the neighborhood and to better carry out the general intent of this Ordinance. A variance shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for a variance has been submitted stating the grounds on which it is requested.

2) That before any variance shall be issued the Zoning Board of Adjustment shall make written findings certifying:

with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered or modified, the Zoning Board of Adjustment shall make written findings that the person filing said appeal has shown how the decision of the administrative official was not supported by competent substantial evidence.

Notification: Within 15 days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

Appeals

Appeals of decisions of the Zoning Board of Adjustment may be taken to the Board of County Commissioners by the petitioner or any owner of property located within 500 feet aggrieved by such decision. Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.

The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.

SECTION 2. ARTICLE VIII, Zoning Board of Adjustment, of Escambia County Ordinance No. 86-7, Land Use Regulations, University of West Florida Vicinity, is amended to read as follows:

ARTICLE VIII

Zoning Board of Adjustment

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final unless it is appealed to and overturned by the Board of County Commissioners.

Section 2 - Powers and Duties

The Zoning Board of Adjustment shall have the following jurisdiction and authority.

Special Exceptions

The Zoning Board of Adjustment is authorized to hear and to approve or disapprove only such Special Exceptions as specifically authorized by these Regulations. The Zoning Board of Adjustment shall decide: (a) such questions as are involved in determining whether Special Exceptions should be granted; (b) to grant Special Exceptions with such conditions and safeguards as are appropriate under these Regulations; or (c) to deny Special Exceptions when not in harmony with the purpose and intent of these Regulations. A Special Exception shall not be

6) Notification: Within 15 days after the date of the public hearing, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the Special Exception of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

Variances

The Zoning Board of Adjustment may impose such conditions and restrictions upon the premises benefited by a variance (A modification of the Land Use Regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship. A variance may be authorized only for height, area, bulk, and size of structure or yard size, and open spaces. Establishment or expansion of a use otherwise prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of nonconformities in the district or classification or in adjoining districts or classifications) as may be necessary to prevent injurious effects upon other property in the neighborhood and to better carry out the general intent of this Ordinance. A variance shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for a variance has been submitted stating the grounds on which it is requested.

2) That before any variance shall be issued the Zoning Board of Adjustment shall make written findings certifying:

(a) That there are exceptional circumstances or conditions applicable to the property that do not apply generally to other property in the same vicinity and District.

(b) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and District, but which is denied to the property in the request.

(c) That the granting of such variance will not be injurious to the property or improvements in such vicinity and District in which the property in question is located or otherwise detrimental to the public welfare.

The Zoning Board of Adjustment shall make findings that the requirements above have been met by the applicant for variance.

The Zoning Board of Adjustment shall further make a finding that the reasons set forth in the application justify the granting of a variance, and that the variance is the minimum variance that will make possible the use of the land, building, or structure.

Notification: Within 15 days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

Administrative Review

The Director of Planning and Zoning may grant administrative approval for variances, not exceeding ten (10) percent, to the setback requirements of this Ordinance.

1) Applicantions for a variance request may be approved administratively by the Director of Planning and

SECTION 3. ARTICLE VIII, Zoning Board of Adjustment, of Escambia County Ordinance No. 89-6, Zoning Regulations of Perdido Key, is amended to read as follows:

ARTICLE VIII

Zoning Board of Adjustment

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final unless it is appealed to and overturned by the Board of County Commissioners.

Section 2 - Powers and Duties

The Zoning Board of Adjustment shall have the following jurisdiction and authority.

Special Exceptions

The Zoning Board of Adjustment is authorized to hear and to approve or disapprove only such Special Exceptions as specifically authorized by these Regulations. The Zoning Board of Adjustment shall decide: (a) such questions as are involved in determining whether Special Exceptions should be granted; (b) to grant Special Exceptions with such conditions and safeguards as are appropriate under these Regulations; or (c) to deny Special Exceptions when not in harmony with the purpose and intent of these Regulations. A Special Exception shall not be approved by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for a Special Exception has been submitted indicating the section of this Ordinance under which the Special Exception is sought and stating the grounds on which it is requested.

2) A public hearing shall be held by the Zoning Board of Adjustment. The owner of the property for which Special Exception is sought or agent of the owner, and the owners of property within 500 feet of the affected property shall be notified by regular mail, at least 10 days prior to the public hearing. Notice of such hearing shall be posted in a conspicuous spot on the property for which Special Exception is sought, at least 10 days prior to the public hearing. The applicant shall deposit with the Board of County Commissioners an amount to be established by resolution of the Board of County Commissioners to cover the cost of hearing, publication and distribution of notice.

3) That a public hearing was held by the Zoning Board of Adjustment on the special exception request, prior to taking final action, where all interested parties were given opportunity to appear in person or be represented by agent or attorney.

4) Before any Special Exception shall be issued, the Zoning Board of Adjustment shall make written findings certifying compliance with the specific rules governing individual Special Exceptions, and that satisfactory provisions and arrangement have been made concerning the following, where applicable:

(a) Ingress and egress to property and proposed structures thereon with particular reference to automotive and pedestrian safety and convenience,

(b) That such variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the same vicinity and District, but which is denied to the property in the request.

(c) That the granting of such variance will not be injurious to the property or improvements in such vicinity and District in which the property in question is located or otherwise detrimental to the public welfare.

The Zoning Board of Adjustment shall make findings that the requirements above have been met by the applicant for variance.

The Zoning Board of Adjustment shall further make a finding that the reasons set forth in the application justify the granting of a variance, and that the variance is the minimum variance that will make possible the use of the land, building, or structure.

Notification: Within 15 days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

Administrative Review

The Director of Planning and Zoning may grant administrative approval for variances, not exceeding ten (10) percent, to the setback requirements of this Ordinance.

1) Applicantions for a variance request may be approved administratively by the Director of Planning and Zoning provided the variance does not exceed ten (10) percent of the required setback.

2) The Director of Planning and Zoning shall determine that special conditions and circumstances exist that are peculiar to the land and that a variance is necessary to make use of the land.

3) The conditions that apply to the variance approval requirements of the Zoning Board of Adjustment as defined in this section shall apply to this Administrative Review authority.

The Director of Planning and Zoning may grant administrative approval for variances to setbacks of this Ordinance when the variance will result in the preservation of a "Protected Tree" as defined under Escambia County Ordinance Number 89-4, Escambia County Tree Preservation Ordinance, or duly adopted successor ordinance. The variance granted shall be the minimum required to preserve a protected tree.

Administrative Decisions

The Zoning Board of Adjustment is authorized to hear and to rule upon any appeal made by those persons aggrieved by an interpretation or administration of these regulations. An administrative decision, interpretation, or administration shall not be overturned by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for the appeal has been submitted indicating the section of Escambia County Ordinance No. 89-6, as amended, Zoning Regulations of Perdido Key, under which said appeal applies together with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Regular Meeting of the Board on the 7th day of January, 1992, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 10th day of January, 1992.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board on the 23rd day of May, 1991, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 24th day of May, 1991.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

FILED
MAR 28 10 11 AM '91
SECRETARY OF STATE

ORDINANCE NO. 91-4

AN ORDINANCE RELATING TO ESCAMBIA COUNTY, FLORIDA, AMENDING ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY: AMENDING ARTICLE XI; PROVIDING LIMITATION ON SUBSEQUENT APPLICATION; PROVIDING FOR EXEMPTION FROM THE ADMINISTRATIVE PROCEDURES ACT; PROVIDING FOR HIGHER STANDARDS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

FILED
1991 MAR 28 A10:38
CLERK'S OFFICE

SECTION 1. ARTICLE XI, Authority of the Board of County Commissioners to amend, supplement, change, modify or repeal, Escambia County Ordinance 89-27 is amended to read as follows:

ARTICLE XI

AUTHORITY OF THE BOARD OF COUNTY COMMISSIONERS TO AMEND, SUPPLEMENT, CHANGE, MODIFY OR REPEAL

The Board of County Commissioners may from time to time amend, supplement, change, modify or repeal the regulations, restrictions, or District boundaries set forth in the Land Development Regulations of Escambia County.

1) Every such proposed amendment, supplement, change, modification, or repeal of any regulation, restriction, or District boundary in these Regulations shall be referred to the Planning Board who shall schedule and conduct public meetings and hearings to hear applications, study proposals, and make recommendations to the Board of Commissioners for final action.

2) Any person requesting an amendment, supplement, change, modification, or repeal of any regulation, restriction, or District boundary in these Regulations shall make an application for such change with the Enforcing Officer on forms provided by the Enforcing Officer. Completed applications will be forwarded to the Planning Board who shall schedule and conduct public meetings and hearings to hear applications and make recommendations to the Board of County Commissioners.

PLANNING BOARD REVIEW AND ACTION

Notice and Public Hearing

1) The Planning and Zoning Department shall notify the current property owners within a five hundred (500) feet radius of the property proposed to be rezoned, as well as the owner(s) of the property under consideration for change or agent for the owner(s) of the public hearing by regular mail, at least ten (10) days prior to the scheduled Planning Board public hearing. The notice shall state the date, time and place of the public hearing.

2) The Planning and Zoning Department shall place a sign on the property to be rezoned announcing the date, time and location of the Planning Board public hearing at least ten (10) days prior to the hearing.

3) The Planning and Zoning Department shall publish in a newspaper of general circulation in Escambia County, at least ten (10) days prior to the public hearing, a notice stating the date, time and place of the public hearing. The applicant shall deposit with the Board of County Commissioners an amount to be established by Resolution of the Board of County Commissioners to cover the cost of hearing, publication, and distribution of notice.

4) The Planning Board shall review each application at a public hearing and make its recommendation to the Board of County Commissioners not later than forty-five days after submission of

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board on the 19th day of December, 1991, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 23rd day of December, 1991.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

ORDINANCE NO. 90-02

AN ORDINANCE AMENDING ESCAMBIA COUNTY ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY; AMENDING ARTICLE VI, DISTRICT, BOUNDARIES, LAND USE MAP, AND LOTS OF RECORD, SECTION 8, "C-1" RETAIL COMMERCIAL DISTRICT REGULATIONS TO ALLOW AUTOMOBILE SALES AS A SPECIAL EXCEPTION; PROVIDING FOR CRITERIA; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Article VI, entitled " District, Boundaries, Land Use Map, Lots of Record", Section 8, entitled "C-1" Retail Commercial District, of Escambia County Ordinance Number 89-27 is hereby amended to add the following:

8. Special Exceptions

2) Automobiles Sales, subject to the following conditions:

a) That the lot or site not exceed one acre in size; and

b) That the property have at least 100' of frontage on a major or minor arterial roadway.

Section 2. Effective Date.

In accordance with Section 125.66 (2), Florida Statutes, a certified copy of this ordinance shall be filed with the Secretary of State by the Clerk to the Board of County Commissioners within ten (10) days after enactment, and this Ordinance shall take effect upon receipt of official acknowledgment that said Ordinance has been filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 4th day of January, 1990.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Kenneth J. Kelson
Kenneth J. Kelson, Chairman

ATTEST: JOE A. FLOWERS,
COMPTROLLER

Joe A. Flowers
CLERK

(SEAL)

ORDINANCE NO. 90-01

AN ORDINANCE AMENDING ESCAMBIA COUNTY ORDINANCE NUMBER 89-27, URBAN AREA LAND USE REGULATIONS, ESCAMBIA COUNTY; AMENDING ARTICLE VI, DISTRICT, BOUNDARIES, LAND USE MAP, AND LOTS OF RECORD, SECTION 15, "SDD SPECIAL DEVELOPMENT DISTRICT (NON-CUMULATIVE) LOW DENSITY" REGULATIONS TO ALLOW AUTOMOBILE REPAIR AS A PERMITTED USE UNDER THE PUD/SDD PROVISION AS A SPECIAL EXCEPTION; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

Section 1. Article VI, entitled " District, Boundaries, Land Use Map, Lots of Record", Section 15, entitled "SDD Special Development District (Non-Cumulative) Low Density", of Escambia County Ordinance Number 89-27 is hereby amended to add the following:

G. Planned Unit Development - SDD Special Development District

1) Permitted Uses.

y) Automotive Repair

Section 2. Effective Date.

In accordance with Section 125.66 (2), Florida Statutes, a certified copy of this ordinance shall be filed with the Secretary of State by the Clerk to the Board of County Commissioners within ten (10) days after enactment, and this Ordinance shall take effect upon receipt of official acknowledgment that said Ordinance has been filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 4th day of January, 1990.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Kenneth J. Kelson
Kenneth J. Kelson, Chairman

ATTEST: JOE A. FLOWERS,
COMPTROLLER

Joe A. Flowers
CLERK

(SEAL)

90 JAN 10

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Regular Meeting of the Board on the 4th day of January, 1990, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 19th day of January, 1990.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board held on the 24th day of September, 1992, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 5th day of October, 1992.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By Joe A. Flowers
Clerk

(S E A L)

ADOPTED ON FIRST READING 11/18/93

Dec 6 7 24 PM '93

ORDINANCE #93-25 [illegible] 89:2[illegible]

SECRETARY OF STATE

ESCAMBIA COUNTY, FLORIDA

AN ORDINANCE OF ESCAMBIA COUNTY, FLORIDA AMENDING ORDINANCE #92-2 AND CHANGING THE PROCEDURE FOR APPEALS OF DECISIONS OF THE ZONING BOARD OF ADJUSTMENT; PROVIDING FOR AUTHORITY; PROVIDING FOR PURPOSE; PROVIDING FOR AMENDMENTS TO SECTION 1 OF ORDINANCE #92-2; PROVIDING FOR AMENDMENTS TO SECTION 2 OF ORDINANCE #92-2; PROVIDING FOR AMENDMENTS TO SECTION 3 OF ORDINANCE #92-2; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

SECTION 1 - AUTHORITY. The authority for enactment of this Ordinance is the Florida Constitution and Chapters 125 F.S., 163 F.S., 166 F.S. and 177 F.S.

SECTION 2 - PURPOSE. The purpose of this Ordinance is to amend Ordinance #92-2 which provides for procedures of the Zoning Board of Adjustment. This Ordinance amends the procedure regarding appeals of Zoning Board of Adjustment decisions. The purpose of the amendments enacted by this Ordinance is to place the appeal within a court of competent jurisdiction.

SECTION 3 - AMENDMENTS TO SECTION 1 OF ORDINANCE #92-2.

A. Article VIII, Section 1 of Ordinance #89-27 is amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final. However, no permits will be issued based on the decision until the applicable appeal filing periods have expired and no appeal has been filed. ~~unless it is appealed to and overturned by the Board of County Commissioners~~

B. The Administrative Decisions provisions of Article VIII, Section 2 of Ordinance #89-27 and as presented in Section 1 of Ordinance #92-2 are amended as follows (words underlined

are additions and words ~~stricken~~ are deletions):

Administrative Decisions

The Zoning Board of Adjustment is authorized to hear and to rule upon any appeal made by those persons aggrieved by an interpretation or administration of these regulations. An administrative decision, interpretation, or administration shall not be overturned by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for the appeal has been submitted <u>within fifteen (15) days of the administrative decision or interpretation</u> indicating the section of Escambia County Ordinance No. 89-27, as amended, Urban Area Land Use Regulations, under which said appeal applies together with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered or modified, the Zoning Board of Adjustment shall make written findings that the person filing said appeal has shown how the decision of the administrative official was not supported by competent substantial evidence.

Notification: within fifteen (15) days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

C. The appeals provisions of Article VIII, Section 2 of Ordinance #89-27 and as presented in Section 1 of Ordinance #92-2 are amended as follows (words <u>underlined</u> are additions and words ~~stricken~~ are deletions):

Appeals

~~Appeals of~~ <u>A</u> decisions of the Zoning Board of Adjustment may be ~~taken to the Board of County Commissioners~~ <u>appealed</u> by the petitioner or any owner of property located within 500 feet aggrieved by such decision <u>by filing an appropriate proceeding in a court of competent jurisdiction (Court) within thirty (30) days of the decision of the Zoning Board of Adjustment</u>. <u>Any appeal of the decision must be preceded by the filing with the Escambia County Department of Growth Management Services (Department) a "Notice of Appeal" on the form provided by the Department and within ten (10) working days from the date of such decision.</u> <u>If an appeal is filed,</u>

the owner of the property may petition the Court for injunctive relief including a request to require the Appellant to post a bond equal to the value of the potential loss created by the delay of the appeals process. If an appeal is filed with the Court and upon receipt of an appropriate written demand from the Appellant, the recording secretary of the Zoning Board of Adjustment shall deliver the entire record of the Hearing in the matter to the Court wherein the appeal has been filed. ~~Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.~~

~~The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.~~

SECTION 4 - AMENDMENTS TO SECTION 2 OF ORDINANCE #92-2.

A. Article VIII, Section 1 of Ordinance #86-7 is amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final. However, no permits will be issued based on the decision until the applicable appeal filing periods have expired and no appeal has been filed. ~~unless it is appealed to and overturned by the Board of County Commissioners~~

B. The Administrative Decisions provisions of Article VIII, Section 2 of Ordinance #86-7 and as presented in Section 2 of Ordinance #92-2 are amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Administrative Decisions

The Zoning Board of Adjustment is authorized to hear and to rule upon any appeal made by those persons aggrieved by an interpretation or administration of these regulations. An administrative decision, interpretation, or administration shall not be overturned by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for the appeal has been submitted <u>within fifteen (15) days of the administrative decision or interpretation</u> indicating the section of Escambia County Ordinance No. 86-7, as amended, Land Use Regulations, UWF vicinity, under which said appeal applies together with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered or modified, the Zoning Board of Adjustment shall make written findings that the person filing said appeal has shown how the decision of the administrative official was not supported by competent substantial evidence.

Notification: within fifteen (15) days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

C. The appeals provisions of Article VIII, Section 2 of Ordinance #86-7 and as presented in Section 2 of Ordinance #92-2 are amended as follows (words <u>underlined</u> are additions and words ~~stricken~~ are deletions):

Appeals

~~Appeals of~~ <u>A</u> decisions of the Zoning Board of Adjustment may be ~~taken to the Board of County Commissioners~~ <u>appealed</u> by the petitioner or any owner of property located within 500 feet aggrieved by such decision <u>by filing an appropriate proceeding in a court of competent jurisdiction (Court) within thirty (30) days of the decision of the Zoning Board of Adjustment</u>. <u>Any appeal of the decision must be preceded by the filing with the Escambia County Department of Growth Management Services (Department) a "Notice of Appeal" on the form provided by the Department and within ten (10) working days from the date of such decision.</u> <u>If an appeal is filed, the owner of the property may petition the Court for injunctive relief including a request to require the</u>

Appellant to post a bond equal to the value of the potential loss created by the delay of the appeals process. If an appeal is filed with the Court and upon receipt of an appropriate written demand from the Appellant, the recording secretary of the Zoning Board of Adjustment shall deliver the entire record of the Hearing in the matter to the Court wherein the appeal has been filed. ~~Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.~~

~~The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.~~

SECTION 5 - AMENDMENTS TO SECTION 3 OF ORDINANCE #92-2.

A. Article VIII, Section 1 of Ordinance #89-6 is amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Section 1 - Establishment and Procedure

The Escambia County Zoning Board of Adjustment shall conduct any required public hearings to grant or deny applications for special exceptions, variances, and appeals made by those persons aggrieved by interpretations or administration of these regulations. Any decision made by the Board of Adjustment shall be final. However, no permits will be issued based on the decision until the applicable appeal filing periods have expired and no appeal has been filed. ~~unless it is appealed to and overturned by the Board of County Commissioners~~

B. The Administrative Decisions provisions of Article VIII, Section 2 of Ordinance #89-6 and as presented in Section 3 of Ordinance #92-2 are amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Administrative Decisions

The Zoning Board of Adjustment is authorized to hear and to rule upon any appeal made by those persons aggrieved by an interpretation or administration of these regulations. An administrative decision, interpretation, or administration shall not be overturned by the Zoning Board of Adjustment unless said Board finds:

1) That a written application for the appeal has been submitted within fifteen (15) days of the administrative decision or interpretation indicating the section of Escambia County Ordinance No. 89-6, as amended, Zoning Regulations of Perdido Key, under which said appeal applies together with a statement of the grounds on which the appeal is based.

2) That before any administrative decision, interpretation, or administration is reversed, altered or modified, the Zoning Board of Adjustment shall make written findings that the person filing said appeal has shown how the decision of the administrative official was not supported by competent substantial evidence.

Notification: within fifteen (15) days after the date of the decision, the Zoning Board of Adjustment shall notify by certified mail the person or entity requesting the variance of the finding(s) of fact and the decision of the Zoning Board of Adjustment.

C. The appeals provisions of Article VIII, Section 2 of Ordinance #89-6 and as presented in Section 3 of Ordinance #92-2 are amended as follows (words underlined are additions and words ~~stricken~~ are deletions):

Appeals

~~Appeals of~~ A decisions of the Zoning Board of Adjustment may be ~~taken to the Board of County Commissioners~~ appealed by the petitioner or any owner of property located within 500 feet aggrieved by such decision by filing an appropriate proceeding in a court of competent jurisdiction (Court) within thirty (30) days of the decision of the Zoning Board of Adjustment. Any appeal of the decision must be preceded by the filing with the Escambia County Department of Growth Management Services (Department) a "Notice of Appeal" on the form provided by the Department and within ten (10) working days from the date of such decision. If an appeal is filed, the owner of the property may petition the Court for

injunctive relief including a request to require the Appellant to post a bond equal to the value of the potential loss created by the delay of the appeals process. If an appeal is filed with the Court and upon receipt of an appropriate written demand from the Appellant, the recording secretary of the Zoning Board of Adjustment shall deliver the entire record of the Hearing in the matter to the Court wherein the appeal has been filed. ~~Such appeals shall be submitted within ten days of the decision over which such appeal is made by filing an Application for Appeal (Notice of Appeal) specifying the grounds for appeal. The Zoning Official shall forward copies of all papers constituting the record upon which the original action was taken to the County Administrator for presentation to the Board of County Commissioners.~~

~~The Board of County Commissioners shall fix a time for hearing the appeal and give due notice in its regular meeting schedule (published in a newspaper in general circulation in Escambia County) of the intent to hear and make a decision on the appeal. Any party may appear at the hearing in person or by agent or attorney. The applicant shall deposit with the Board of County Commissioners an amount to be determined by the Board of County Commissioners from time to time, to cover cost of notice publication.~~

SECTION 6 - SEVERABILITY. If any provision of this Ordinance is, for any reason, held to be invalid or unconstitutional by any court of competent jurisdiction, such provision and such holdings shall not affect the validity of any other provision and to that end the provisions of this Ordinance are declared to be severable.

SECTION 7 - EFFECTIVE DATE: The effective date of this Ordinance shall be the date of receipt by Escambia County of notice from the Florida Department of State that this Ordinance has been received and duly filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 6th day of December, 1993.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

D.M. "MIKE" WHITEHEAD, CHAIRMAN

ATTEST: JOE J. FLOWERS
COMPTROLLER

CLERK

(SEAL)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Special Meeting of the Board held on the 6th day of December, 1993, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 7th day of December, 1993.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Marilyn Gingrey
Deputy Clerk

(S E A L)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Special Meeting of the Board held on the 6th day of December, 1993, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 9th day of December, 1993.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Marilyn Gingrey
Deputy Clerk

(S E A L)

ORDINANCE NO. 94—2
ESCAMBIA COUNTY, FLORIDA

AN ORDINANCE OF ESCAMBIA COUNTY, FLORIDA AMENDING THE ZONING AND LAND USE REGULATIONS FOR THE INDUSTRIAL DISTRICT (ID-1) AND THE GENERAL INDUSTRIAL DISTRICT (ID-2); PROVIDING FOR AUTHORITY; PROVIDING FOR PURPOSE; PROVIDING FOR AMENDMENTS TO THE ID-1 REGULATIONS; PROVIDING FOR AMENDMENTS TO THE ID-2 REGULATIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS; Ordinance #89-27, as amended, establishes the land use regulations, zoning districts, district regulations and permitted and restricted uses by districts, among other things; and

WHEREAS; The regulations governing the use of lands in certain districts require refinement and modification in order to accomplish the intents and purposes of Ordinance #89-27, as amended, and the adopted Comprehensive Plan (Ordinance #93-20); and

WHEREAS; The Escambia County Planning Board (LPA) has reviewed the district regulations and considered the adequacy of said regulations as such relates to various provisions of the Comprehensive Plan; and

WHEREAS; The LPA determined that modifications to Sections 10 & 11 (ID-1 & ID-2) of Article VI (District Regulations) of Ordinance #89-27, as amended, is proper and appropriate and consistent with the requirements of the Comprehensive Plan; and

WHEREAS; The Board of County Commissioners concurs with the determination of the LPA and further finds that amending Ordinance #89-27, as amended, is necessary to the well being of the County and its citizens; NOW

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA:

ARTICLE I - AUTHORITY: The Authority for enactment of this Ordinance is § 163.3187 F.S., Florida Statute Chapters 125 and 177 and Ordinance #93-20 (the Comprehensive Plan).

ARTICLE II - PURPOSE: The purpose of this Ordinance is to modify the ID-1 and ID-2 Zoning District Regulations. Among other things, the amendments to the Zoning Districts will provide a reasonable method(s) for assuring compatibility of adjacent land uses and minimizing or eliminating the establishment of new incompatible or conflicting adjacent (or nearby) land uses. Compatibility of adjacent or nearby uses must be assured pursuant to several provisions of the Comprehensive Plan including Objective 7.A.3, Policies 7.A.3.1, 7.A.3.2, 7.A.3.6, 7.A.3.7, and 7.A.4.7, among others.

ARTICLE III - AMENDMENTS TO THE ID-1 REGULATIONS: Article VI, Section 10 of Ordinance #89-27 is hereby amended as follows:

ID-1 Light Industrial District (Cumulative) (No Residential Uses Allowed)

Intent and Purposes:

This district is intended primarily for research-oriented activities, light manufacturing and processing not involving the use of materials, processes or machinery likely to cause undesirable effects upon nearby property.

A. Uses Permitted

1) Any non-residential use permitted in the preceding district.

2) Research and development operations, towers, light manufacturing, processing or fabricating uses, enclosed storage structures and accessory structures and activities provided that the Board of Adjustment finds that the following standards are met.

a) All work and/or operations must be conducted within buildings except temporary outside storage (including assembly or processing staging areas) may be allowed if adequately buffered and screened from adjacent uses. All waste material must be stored while on the property in a screened enclosure.

b) Any process that creates smoke shall meet all standards as required by the Florida Department of Environmental Protection and the Environmental Protection Agency.

c) No process shall emit an offensive odor detectable beyond the lot or parcel. Where odors are produced and provisions for eradication within a building are provided, the burden of successful elimination of the odors shall rest on the occupant of the premises.

d) Operations creating excessive noise, vibration, dust, smoke or fumes which are a nuisance to persons off of the lot or parcel are not permitted.

e) Operations creating glare shall be shielded so that the glare cannot be seen from off the lot or parcel.

f) Disposal of industrial or other wastes, gaseous, liquid or solid, must be approved by the Escambia County Solid Waste Department and the Florida Department of Environmental Protection.

3) Commercial businesses with outside storage when such storage is adequately screened and/or buffered.

4) Other uses similar to those permitted herein. Determination on other permitted uses shall be made by the Planning Board and shall be recommended to the Board of County Commissioners for Board action to allow or deny the use.

B) Special Exceptions

1) Any special exception allowed in preceding districts.
2) Borrow pits, Junk Yards and/or salvage yards.

C) Site and Building Requirements

1) Building Height Limit. No building shall exceed 2 1/2 stories or 35 feet in height except as otherwise provided in Article VII, Section 9 herein.

2) Minimum Lot Size. There shall be no minimum lot size.

3) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total area, except as provided for in the Escambia County Stormwater Management and Conservation Ordinance No. 90-21, as amended.

4) Lot Width. There shall be no minimum lot width.

5) Yard Requirements. There shall be a front yard having a depth of not less than 15 feet. There shall be a rear yard having a depth of not less than 20 feet. There shall be side yards of not less than 10 feet. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision of these Regulations (Article VII, Section 10) or 20 feet, whichever is greater. The Board of Adjustment may waive the yard requirements, in response to an application therefor, if a finding of fact is made that such waiver would not adversely impact public safety, sensitive environmental resources or compatibility with adjacent uses. Also, such waiver may be granted only if the development plans for the subject property reflect conformance with a floor area ratio which does not exceed 1.1 and a maximum impervious cover limit of 85%.

6) Screening Adjacent to Residential Areas. Where a lot line within an ID-1 District abuts the side or rear lot line of any residential lot, screening/buffering is required. Such screening/buffering may be in the form of unimproved property, walls, fences or landscaping and shall be at least 50% opaque when viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the certificate of occupancy. The primary purpose of the screening/buffering is to ensure compatibility of adjacent uses as required by Comprehensive Plan Policy 7.A.3.7.

7) Access. Direct access must be provided from a collector or arterial roadway and such access may be provided by curb cuts on the collector or arterial roadway or a private or public road linking the use with a collector or arterial roadway provided that such private or public road does not traverse a predominately residential neighborhood or subdivision between the use and the collector or arterial roadway. No permit shall be issued for any proposed use which requires access through a residential neighborhood or subdivision, unless such access is directly on a collector or arterial roadway.

8) Existing Uses. Any previously conforming use (including, but not limited to, Asphalt and Concrete plants) lawfully and legally existing in this District on December 6, 1993 which conforms to the access requirements and provisions in paragraph 7 above may be considered a "Conforming Use" for the purposes of this ordinance. To qualify as a conforming use under this provision, the owner of property impacted by this ordinance shall request a "Certificate of Conformance" from the Department of Growth Management Services within one hundred eighty (180) days of receipt of a Notice from the Department that such Certificate is available and that such may be appropriate for the subject property and use. Failure to request the Certificate within the prescribed period may result in the use being considered and/or classified as a "Non-Conforming Use."

D) Landscaping

See Article VII, Section 13

ARTICLE IV - AMENDMENTS TO THE ID-2 REGULATIONS. Article VI, Section 11 of Ordinance #89-27 is hereby amended as follows:

ID-2 General Industrial District (Non-Cumulative)

A. Uses Permitted

1) Uses not permitted in ID-1 Light Industrial District. No Land Use Certificate shall be issued until the use and the location have been approved by the Board of County Commissioners subject to the following procedure:

   a) A request shall be made with the Board of Adjustment to permit a specific use.

   b) The Board of Adjustment shall review the request and make a recommendation to the Board of County Commissioners.

   c) Within 45 days the Board of County Commissioners shall hold a public hearing as provided for in Article VIII.

   d) The Board of County Commissioners shall approve or deny the request at the conclusion of the public hearing, which may be continued at the discretion of the Board.

2) Except as provided in Article VI, Section 10C(8) above, the following uses are permitted **only** in the ID-2 General Industrial District and subject to the approval process described in Paragraph 1 above:

   a) Asphalt Plants.

   b) Concrete Plants.

   c) Iron Works.

   d) Landfills (except those landfills or fill activities associated with the reclamation of borrow pits or sites, which, if permitted by all appropriate regulatory agencies, may be placed or conducted at the reclamation site, regardless of the zoning district wherein the site is located).

   e) Mining.

   f) Paper Mills.

   g) Refineries.

   h) Rendering plants and slaughter houses.

   i) Steel Mills.

   j) Trash and/or solid waste transfer stations.

   k) Other uses similar to those listed herein.

Recommendations on other permitted uses shall be made by the Planning Board and based on an application for such other use. Final determination shall be made by the Board of County Commissioners upon receipt of the Planning Board's recommendation.

B. Uses Prohibited

1) Single, two and multi-family dwelling units.

C. Site and Building Requirements

1) Building Height Requirement. No building shall exceed three stories or 40 feet in height except as otherwise provided in Article VII, Section 9.

2) Compatibility - buffering shall be provided consistent with the provisions of the Escambia County Comprehensive Plan and the proposed use must be consistent with the compatibility requirements of the Plan so that the proposed use and its impacts are compatible with existing adjacent or nearby uses (see Policies 7.A.3.7, 7.A.4.7(h) & (k), and 7.A.4.13, among others.

3) Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area except as provided for in the Escambia County Stormwater Management and Conservation Ordinance, No. 90-21, as amended, or any duly authorized successor ordinance.

4) Lot Width. The minimum lot width at the street right-of-way shall be 100 feet.

5) Yard Requirements. There shall be a front yard having a depth of not less than 25 feet. There shall be a rear yard having a depth of not less than 25 feet. There shall be side yards of not less than 15 feet. The Board of Adjustment may waive the yard requirements, in response to an application therefor, if a finding of fact is made that such waiver would not adversely impact public safety, sensitive environmental resources or compatibility with adjacent uses. Also, such waiver may be granted only if the development plans for the subject property reflect conformance with a floor area ratio which does not exceed 1.1 and a maximum impervious cover limit of 85%.

D. Landscaping

See Article VII, Section 13.

E. Screening Adjacent to Residential Areas.

Where a lot line within an ID-2 District abuts the side or rear lot line of any residential lot, screening/buffering is required. Such screening/buffering may be in the form of unimproved property, walls, fences or landscaping and shall be at least 50% opaque when viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the certificate of occupancy. The primary purpose of the screening/buffering is to ensure compatibility of adjacent uses as required by Comprehensive Plan Policy 7.A.3.7.

F. Access. Direct access must be provided from a collector or arterial roadway and such access may be provided by curb cuts on the collector or arterial roadway or a private or public road linking the use with a collector or arterial roadway provided that such private or public road does not traverse a predominately residential neighborhood or subdivision between the use and the collector or arterial roadway. No permit shall be issued for any proposed use which requires access through a residential neighborhood or subdivision, unless such access is directly on a collector or arterial roadway.

ARTICLE V - SEVERABILITY: If any provision of this Ordinance is, for any reason, held to be invalid or unconstitutional by any court of competent jurisdiction, such provision and such holdings shall not affect the validity of any other provision and to that end the provisions of this Ordinance are declared to be severable.

ARTICLE VI - EFFECTIVE DATE: The effective date of this Ordinance shall be the date of receipt by Escambia County of notice from the Florida Department of State that this Ordinance has been received and duly filed.

PASSED AND ADOPTED by the Board of County Commissioners of Escambia County, Florida this 27th day of January, 1994.

BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: _____
D.M. "MIKE" WHITEHEAD, CHAIRMAN

ATTEST: JOE A. FLOWERS,
COMPTROLLER

By: Joe A. Flowers
CLERK

(SEAL)

STATE OF FLORIDA
COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board on the 27th day of January, 1994, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 28th day of January, 1994.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Joe A. Flowers
CLERK

(SEAL)

STATE OF FLORIDA

COUNTY OF ESCAMBIA

I, JOE A. FLOWERS, COMPTROLLER, and ex-officio Clerk to the Board of County Commissioners in and for the County and State aforesaid, do hereby certify that the above and foregoing is a true and correct copy of an Ordinance as the same was duly adopted and passed at a Meeting of the Board held on the 27th day of January, 1994, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 8th day of February, 1994.

JOE A. FLOWERS, COMPTROLLER
AND EX-OFFICIO CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
OF ESCAMBIA COUNTY, FLORIDA

By: Marilyn Gingrey
Deputy Clerk

(S E A L)

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser OOR/201
1 Jun 94

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 Pages - NAS Kingsville
(3) Revised Pages - NAS Meridian

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosures (1) through (3) contain revised pages which should be incorporated into enclosures (1), (3), and (4) respectively of reference (a).

C. R. GIMBEL
By direction

WC

*Maps in original

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Pages 4, 6, 14, 46, 54, & 56, 56a, 56b, CNET TECH TRNG MAP, AICUZ & GEN MAPS, BRANCH MED. CLINIC & NAMRL ATTACHMENTS)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. D. ANDERSON NAME	J. D. Anderson Signature
Acting Title	6/1/94 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

BRAC-95 DATA CALL 20
NAS PENSACOLA UIC 00204

CNATRA REVISIONS OF 5/18/94, Pages 4,6,14,46,54 & 56

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

Signature

Chief of Naval Air Training (ACTING)
Title

Date 25 May 94

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL 20
NAS PENSACOLA UIC 00204

REVISIONS OF 5/10/94, PAGES 56(a), & 56(b), CNET TECH TRNG MAP, AICUZ & GEN MAPS, BRANCH MED. CLINIC & NAMRL ATTACHMENTS

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. D. HAYDEN, RADM, USN~~
NAME (Please type or print)

PR Statskey
Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

228

11000
Ser 00R/401
20 Jul 94

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

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (1) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Pages 65 and 65a)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

7/20/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME

Signature

Title

8/3/94
Date

10 JUL 1994

ADDENDUM TO BRAC-95 DATA CALL 20 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

M.C. VOGT CAPT USN
NAME (Please type or print)

Signature

COMMANDER
Title

6/27/94
Date

TRAINING AIR WING SIX
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

15 JUL 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

ADDENDUM TO BRAC-95 DATA CALL 20 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

W. T. R. BOGLE, CAPT, U.S. NAVY
NAME (Please type or print)

W T R Bogle
Signature

COMMANDING OFFICER
Title

6/24/94
Date

NAVAL AIR STATION PENSACOLA
Activity

320

Command: **NAS Pensacola**

Data Call Number Twenty Revisions
(Page 37a)

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

8-19-94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME

J B Greene Jr
Signature

ACTING
Title

22 AUG 1994
Date

NC

AMENDMENT TO BRAC-95 DATA CALL 20 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

M.C. VOHT, CAPT USN
NAME (Please type or print)

Signature

COMMANDER
Title

8/8/94
Date

TRAINING AIR WING SIX
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

9AUG94
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

Document Separator

BRAC 95 Undergraduate Pilot Training Joint Cross-Service Group

Book 9

RANDOLPH AFB

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

6

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

22 SEP 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: N-V8N-C, Specialized Undergraduate Navigator Training-Core, Jul 94; N-V6A-B, Specialized Undergraduate Navigator Training-NAV, Dec 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUNT numbers are provided since Randolph does not conduct undergraduate pilot training.

Syllabus	Type of Facility	# of Hours
Navigator Core	Classrooms	307
	Simulators	37.6
Panel Navigator	Classrooms	304
	Simulators	80

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETC Reg 60-5, Airspace Management and Runway Supervisory Unit Operations, 1 July 93.

METHOD: Extract data from above source.

CONCLUSION: The minimum airspace requirements for T-37, T-38 and T-1 areas are:

T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet

Instrument Area - 200 square miles x 1,500 feet

Formation Area - 200 square miles x 3,000 feet

T-38: Contact Area - 200 square miles x 12,000 feet

Instrument Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Formation Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Paul J Skowronek Date 29 Aug 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	1		1			1	0
BEQ's	366	1	365			365	0

Explanation of diverted spaces:
1 Store Room

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Judy Seymore Date 30 Aug 94
Signature
JUDY SEYMORE, 12 CES/CEH 652-6031
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (C.1-dc)

SOURCE: Real Property Records (28 Feb 94), Jeff Blevin, 12 CES/CER DSN 487-3172, Chief Simulator Operations; Capt Ray Carlson, 12 OSS/DOTT, 487-2336.

METHOD: Extracted data from above sources.

CONCLUSION: Design Capacity = (number of classrooms) X (the capacity measured in students per room).

Capacity = (Design Capacity) X (available hours per day) X (available days per year). Hours per day = 11. Days per year = 300.

Cat Code: 171212

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Flight Simulator	6	24	79,200

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

Raymond Carlson, Captain, 12 OSS/DOTT, 487-2336

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: Two of the bases MOAs, the Randolph 1B and 2A, do not show ATCAA altitudes included in the dimensions (altitude block). The correct altitude blocks including ATCAA are:

Randolph 1B - 15,000'
Randolph 2A - 15,000'

MOAs not owned by the base do not include ATCAA. ATCAA is only established in a Letter of Agreement between the base using the airspace and the controlling ARTCC. ATCAA is not charted or listed in any FLIP publication.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	*TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-37 (FY 94)	36	242	286
T-37 (FY 01)	36	310	344
JPATS (FY 94)	41	0	0
JPATS (FY 01)	41	30	30
T-1 (FY 94)	25	38	82
T-1 (FY 01)	25	151	180
T-38 (FY 94)	26	312	395
T-38 (FY 01)	26	264	316
AT-38 (FY 94)	26	38	45
AT-38 (FY 01)	26	45	56
T-3 (FY 94)	36	17	17
T-3 (FY 01)	36	98	113
T-43 (FY 94)	9.9	9	10
T-43 (FY 01)	12.1	9	10

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94
Signature
Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plummer

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Future Requirements, Encroachment; B.4

SOURCE: Mr Scott Sheppard, 12 CES/CEV- DSN 487-4668

METHOD: Professional daily working knowledge

QUESTION: "Is the existing AICUZ study encoded in local zoning ordinances? yes or no."

CONCLUSION: Randolph AFB is bordered by three municipalities; Shertz TX, Universal City TX, and Converse, TX. Only the city of Shertz has encoded our AICUZ information into their local zoning ordinances.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

MAJCOM REVIEWER: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 AUG 94

signature

JACK SIEGEL, GM-13, AETC/CEAR, 487-6352

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Facilities, Air Space, and Flight Training Areas: C1.

SOURCE: Section Aeronautical Chart - San Antonio Texas - 52nd Edition, December 9, 1993

METHOD: Chart Measurement

QUESTION: "The Joint working Group has redefined the distance to 75 nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76 nm. Request Randolph AFB re measure the distance to the range."

CONCLUSION: From the geographic center, Randolph AFB, to the northern most edge R-6312 = direct air miles equals 75 nautical miles.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

MAJCOM REVIEWER: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 AUG 94

signature

CARL L. CLAUS, CART, AETC/XOSA, 487-6162

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Capacity Questionnaire, Features and Capabilities: Housing and Messing - (question reference # A.1-dc)

SOURCE: Ms Judy Seymore, 12 CES/CEH, DSN 487-3334

METHOD: Professional knowledge & 12 CES/CEH Facility Data Worksheets, Copies received 11 Aug 94

QUESTION: "Provide the number of BOQ/BEQ rooms that are adequate/permanent."

CONCLUSION: BOQ = 200, (In construction, will be completed Spring 1995).
BEQ = 348

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

MAJCOM REVIEWER: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 Aug 94
signature

ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; Local base layout plan dated 25 Oct 76
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37	627,433 SY	800	784
T-38	627,433 SY	700	896
T-1	627,433 SY	1,500	418

NOTES: 627,433 x .80 = 501,946 SY/RAMPS APRONS

1. Total apron space is 627,433 SY. Total usable parking area under current operations is 357,000 SY.

a. 138,740 SY of apron space is unusable under current operations for parking under current operations due to the following:

1. West Ramp: Enter/exit ramp area to 11 aircraft type hangars, ramp area north of hangar 75 (ramp aircraft tow area), aircraft tow ramp area north, west and south of hangar 61 (aircraft bead blast paint removal).
2. South Ramp: T-43 aircraft hangar on east end of south ramp, enter/exit ramp area.
3. East Ramp: Enter/exit ramp area to 8 aircraft type hangars. T-38 wash rack constructed on ramp between hangars 4 and 5. T-38 dual trim pad on north end of east ramp.

b. Industrial aircraft modification center uses 105,116 SY of apron space (west end of south ramp).

c. Area reserved for transient and VIP aircraft parking in front of base ops is 26,577 SY.

d. Total usable parking area under current operations =
627,433 - 138,740 - 105,116 - 26,577 = 357,000 SY

ATTCH 1

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon, Jr. Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

ATTCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: The following corrections are made to the base answers:

RND 1A: area should be 1407 sq nm
RND 1B: area should be 540 sq nm
Laughlin 2: area should be 469 sq nm, ATCAA of same area goes from FL180 to FL220.
Laughlin 3: area should be 1975 sq nm, ATCAA of same area goes from FL180 to FL 220.
Crystal: ATCAA of same area goes from FL 180 to FL450

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (A.10).

SOURCE: FLIP IFR Enroute Low Altitude Charts, 28 Apr 94, FLIP AP/1A, Special Use Airspace, 11 Nov 93, San Antonio Sectional Aeronautical Chart, 27 May 93, 12 FTW/HOUSTON ARTCC/SAN ANTONIO TRACON LOA, 3 Jun 89.

METHOD: Extract data from above sources.

CONCLUSION:

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (nm)
RND 1A	MOA & ATCAA	1839	9000 MSL - FL 220	50
RND 1B	MOA & ATCAA	644	7000 MSL - FL 220	30
RND 1C	MOA & ATCAA	123	7000 - 12000 MSL	40
RND 2A	MOA & ATCAA	1462	9000 MSL - FL 290	45
RND 2B	MOA & ATCAA	330	14000 MSL - FL 220	30
LAUGHLIN 2	MOA	500	9000 MSL - FL 180	75
LAUGHLIN 3	MOA	2108	7000 MSL - FL 180	85
CHASE 1	MOA & ATCAA	1591	11000 MSL - FL 230	52
CHASE 2	MOA	192	9000 MSL - FL 180	74
CHASE 3	MOA	1591	8000 MSL - FL 180	62
CRYSTAL	MOA	1248	6000 MSL - FL 180	82
A-635	AA	119	1500 - 4000 MSL	0
A-638	AA	112	SFC - 3000 MSL	19

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (nm)
A-632D	AA	1800	6000 - 11000 MSL	52
BRADY	MOA	920	500 AGL - FL 180	90
FRED 1	ATCAA	892	FL 260 - 450	47
FRED 2	ATCAA	696	FL 260 - 450	11
FRED 3	ATCAA	773	FL 260 - 350	11

NOTE: ATCAA's are not commonly charted. ATCAA's presented here are used by 12 FTW.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Paul J Skowronek Date 7 Oct 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 Aug 94
2. Air Force Joint UPT Supplemental Data

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: N-V8N-C, Specialized Undergraduate Navigator Training-Core, Jul 94; N-V6A-B, Specialized Undergraduate Navigator Training-NAV, Dec 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUNT numbers are provided since Randolph does not conduct undergraduate pilot training.

Syllabus	Type of Facility	# of Hours
Navigator Core	Classrooms	307
	Simulators	37.6
Panel Navigator	Classrooms	304
	Simulators	80

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETC Reg 60-5, Airspace Management and Runway Supervisory Unit Operations, 1 July 93.

METHOD: Extract data from above source.

CONCLUSION: The minimum airspace requirements for T-37, T-38 and T-1 areas are:

T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet

Instrument Area - 200 square miles x 1,500 feet

Formation Area - 200 square miles x 3,000 feet

T-38: Contact Area - 200 square miles x 12,000 feet

Instrument Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Formation Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Paul J Skowronek Date 29 Aug 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl R. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	1		1			1	0
BEQ's	366	1	365			365	0

Explanation of ~~diverted spaces~~:
1 Store Room

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Judy Seymore Date 30 Aug 94
Signature
JUDY SEYMORE, 12 CES/CEH 652-6031
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (C.1-dc)

SOURCE: Real Property Records (28 Feb 94), Jeff Blevin, 12 CES/CER DSN 487-3172, Chief Simulator Operations; Capt Ray Carlson, 12 OSS/DOTT, 487-2336.

METHOD: Extracted data from above sources.

CONCLUSION: Design Capacity = (number of classrooms) X (the capacity measured in students per room).

Capacity = (Design Capacity) X (available hours per day) X (available days per year). Hours per day = 11. Days per year = 300.

Cat Code: 171212

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Flight Simulator	6	24	79,200

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

Raymond Carlson, Captain, 12 OSS/DOTT, 487-2336

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: Two of the bases MOAs, the Randolph 1B and 2A, do not show ATCAA altitudes included in the dimensions (altitude block). The correct altitude blocks including ATCAA are:

Randolph 1B - 15,000'
Randolph 2A - 15,000'

MOAs not owned by the base do not include ATCAA. ATCAA is only established in a Letter of Agreement between the base using the airspace and the controlling ARTCC. ATCAA is not charted or listed in any FLIP publication.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

Type of Training	Total Projected Requirement (Active Duty USAF Requirement)	
Primary Pilot	1144	(952)
Advanced Airlift/Tanker Pilot	752	(656)
Advanced Bomber/Fighter Pilot	336	(246)
ALP	15	international only
ATP	33	international only
ENJJPT Primary	250	(98)
ENJJPT Advanced	250	(98)
Core Navigator	361	(300)
Panel Navigator	222	(170)
Interservice UNT	144	non-USAF only

Primary = 1144 + 250 + 15 = 1409

Airlift/Tanker : 752

Bomber/Ftr : 336 + 15 + 250 = 619

USAF Pr NAV : 361

USAF WSO 361 - 222 = 139

USAF Panel : 222

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

RANDOLPH AFB TX
~~6 June 1994~~
25 July 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

**********If any responses are classified, attach separate classified annex.**********

CLOSE HOLD

Data For Capacity Analysis

Table of Contents

Mission Requirements 4
A. Undergraduate Flight Training (UFT) Throughput/Graduates 4
B. Flight Training 8
C. Flight Training Ground School 12
D. Other Ground Training 13
E. Training Airframes 14
Facilities 17
A. Airfield 17
B. Airspace 27
C. Ground Training 33
D. Aircraft Parking, Maintenance, and Supply 36
Features and Capabilities 40
A. Housing and Messing 40

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Undergraduate Flight Training (UFT) Throughput/Graduates

1. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

Airfield: RANDOLPH AFB TX

Type of Pilot Training by Syllabus (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
T-3 Flt Screening	USAF	118/25/12	367/25/37	514/25/52	606/25/61	827/25/82	1230/25/123	1230/25/123	
	ANG	38/0/4	108/0/11	121/0/12	127/0/12	127/0/12	127/0/12	127/0/12	
	AFRES	3/0/1	59/0/6	59/0/6	59/0/6	59/0/6	59/0/6	59/0/6	
	FMS	4/0/1	25/0/1	25/0/1	25/0/1	25/0/1	25/0/1	25/0/1	

144/Gen

2. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan and projected retention rates, give the projected yearly NFO Training Rate (NFOTR)/Program Guidance Letter (PGL) Navigator Training requirements by installation for each of the next seven years. Provide any additional sources of NFO/Nav trainees.

30-USD
112 - NN Panel
142 - New Core

See change in light (29 Feb)

Airfield: RANDOLPH, AFB TX

Type of Navigator Training By Syllabus * (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
S O (R)	AD	1/8/1.3	5/8/1.3	0	0	0	0	0	0
	ANG	4/0/1.0	0	0	0	0	0	0	0
	INTL	30/0/4.7	0	0	0	0	0	0	0
S O (P)	AD	0	9/0/1.8	14/0/2.8	14/0/2.8	14/0/2.8	14/0/2.8	14/0/2.8	14/0/2.8
	ANG	0	2/0/.4	2/0/.4	2/0/.4	2/0/.4	2/0/.4	2/0/.4	2/0/.4
	INTL	24/0/9.8	80/0/15.8	80/0/15.8	80/0/15.8	80/0/15.8	80/0/15.8	80/0/15.8	80/0/15.8
TOP OFF	AD	24/0/4	91/0/18	96/0/19	96/0/19	96/0/19	96/0/19	96/0/19	96/0/19
	ANG								
	INTL								
EWO	AD	0	0	15/2/3	15/2/3	15/2/3	15/2/3	15/2/3	15/2/3
	ANG	0	0	0	0	0	0	0	0
	AFRES	0	0	1/0/.2	1/0/.2	1/0/.2	1/0/.2	1/0/.2	1/0/.2
	USMC	0	0	4/2/.8	4/2/.8	4/2/.8	4/2/.8	4/2/.8	4/2/.8

WO, SO	AD ANG	0 0	0 3/0/1	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7
Nav Track	AD ANG AFRES INTL	22/6/7.1 26/0/9.3 3/0/1.7 5/0/2.9	51/6/22.3 29/0/12.7 10/0/4.4 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6
IUNT	USN INTL NOAA	102/7/44.4 14/0/4.6 1/0/.4	107/8/40.9 15/0/5.7 1/0/.4	107/8/40.9 15/0/5.7 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4
MANS	USMC	15/30/12	33/30/11	12/30/4	11/30/4	11/30/4	11/30/4	11/30/4	11/30/4
CAF	---------	0	0	5/0/2	5/0/2	5/0/2	5/0/2	5/0/2	5/0/2
ITS	AD USN OTHER	52/0/8.2 12/0/2.8 0	50/0/8.6 16/0/2.7 4/0/.7	40/0/6.7 16/0/2.7 4/0/.7	40/0/6.7 16/0/2.7 4/0/.7	37/0/4.8 13/0/1.7 4/0/.5	37/0/4.8 13/0/1.7 4/0/.5	37/0/4.8 13/0/1.7 4/0/.5	37/0/4.8 13/0/1.7 4/0/.5
IFF WSO	USAF	4/0/1	43/0/4	58/0/6	57/0/6	57/0/6	57/0/6	57/0/6	57/0/6

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.
** Example Entry

3. Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

ANSWER: No undergraduate pilot training is done at Randolph AFB TX.

Type of Pilot Training by Syllabus (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Strike (Intermediate/ advance)	USN			
	USMC			
	USCG			
Primary	FMS USN			
	USMC			
	USCG			
	FMS			
	USAF			
Etc. T-41	S-V8A-A	16.5%	11.2%	15.7%

4. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

Type of Navigator Training By Syllabus		Historical Attrition By Fiscal Year (%)		
		1991	1992	1993
Interservice UNT	USN	4.3	15.8	4.5

SUNT Core	USAF	10.7	5.6	4.5
	ANG	7.4	8.3	3.7
	AFRES	0	16.7	0
	FMS	3.8	3.0	4.0
NAV Track	USAF	6.7	0	7.8
	ANG	0	6.7	6.3
	AFRES	0	0	11.1
	FMS	0	0	3.2
SO Track	USAF	1.5	0	0
	ANG	0	25.0	10.2
	AFRES	0	0	0
	FMS	1.7	11.1	6.2
EWO Track	USAF	3.0	2.6	0
	ANG	16.7	0	6.5
	AFRES	0	0	0
	FMS	0	0	0
MANS	USMC	15.8	45.0	60.0

NOTE: Data represents navigator training that was done at Mather AFB. First graduates for Randolph were not until Jan 94. Types of navigator training syllabi do not match Appendix 1b's list of navigator training syllabi because those courses did not exist in FY91-93. Attrition was tracked for these courses.

Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

ANSWER: Randolph does not do undergraduate pilot training. First SUNT graduates were on 19 Jan 94.

Syllabus of Training *	Level of Training*	Graduates		
		FY 91	FY 92	FY 93
General	Primary			
Strike	Intermediate			
	Advanced			
SUPT	Primary			
	BF			
	AT			
Etc/				

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

6. List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load

DSL) for each activity.

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
T-1 PIT	0	26	90	98	98	86	78	78	78	0
T-1 ITC	0	105	38	56	30	0	0	0	0	0
T38 PIT	103	187	174	146	145	142	113	113	113	30.9
AT-38 IFF	0	41	46	49	53	53	53	53	53	0
AT-38 IFF PIT[1]	0	13	21	28	29	29	29	29	29	0
T-43 ITS	33	64	70	60	60	54	54	54	54	7.5
T-43 PIQ	9	18	14	12	12	12	12	12	12	2.1
AIC	138	174	180	180	180	170	170	170	170	5.6
T37 PIT	109	196	211	246	264	277	280	280	280	32.7
T37 RAMS	20	22	20	20	20	20	20	20	20	2.1

[1] Randolph AT-38 IFF PIT is assumed to do 90% of all instructor production.

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
TTD 5	859	710	710	710	710	710	710	710	710	19

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

B. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: ___SUNT NAV TRAINING____ Type Aircraft: _____T-43_____

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0		NA	0	
PAT	16	.2	2.5	NA	NA	3.2
AW	15	.3	30	NA	10000	4.5
ATCAA	14	4.4		NA	0	61.6
OWA	2	4.5	NA	NA	NA	9.0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0
MTR	2	2.5	3	NA	1080	5.0

Syllabus of Training*: INTERSERVICE UNT_____ Ty pe Aircraft: T-43

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0		NA	0	
PAT	16	.2	2.5	NA	NA	3.2
AW	15	.3	30	NA	10000	4.5

ATCAA	14	4.4		NA	0	61.6 ✓
OWA	2	4.5	NA	NA	NA	9.0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0

T-43 / 61.6

Syllabus of Training*: CORE NAV Type Aircraft: T-43 (T-37/2 SORTIES/MTR)

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0	9	NA	300	0
PAT	5	.2	2.5	NA	NA	1.0
AW	5	1.0	NA	NA	NA	5.0
ATCAA	5	3.0	4	NA	300	15 ✓
OWA	0	0		NA		0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0	0	NA	0	0
RA	0	0		NA		0
RR	0	0	0	NA	0	0
MTR	2	1.0	3	NA	1080	2.0

T-43 / 15

Syllabus of Training*: USMC UNT Type Aircraft: T-43

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0		NA		0
PAT	14	.2	2.5	NA	NA	2.8
AW	14	.5	30	NA	14000	7.0
ATCAA	3	4.5		NA		13.5 ✓
OWA	11	4.5	Varies	NA	Varies	49.5
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0
MTR	0	0		NA		0

T-43 / 13.5

ilabus of Training*: SUNT SO Type Aircraft: T-38

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	4	.8	22	NA	300	3.2 ✓
PAT	15	.3	2.5	NA	NA	4.5
AW	2	.4	30	NA	5,000	.8
ATCAA	0	0		NA		0
OWA	0	0		NA		0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0
MTR	11	.6	3	NA	1,080	6.6

T-38
3.2

Syllabus of Training*: SUNT SO Type Aircraft: T-43

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0	16	NA	300	0
PAT	8	.5	2.5	NA	NA	4.0
AW	8	1.5	30	NA	5000	12.0
ATCAA	0	0	6	NA	300	0
OWA	0	0		NA		0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0
MTR	6.0	1.5	3	NA	202,500	9.0

T-43
0

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

USAF SORTIES PER GRADUATE DATA

T-37 SORTIES

BASE	1991	1992	1993
COL	27559	24603	19872
LAU	28448	24191	19872
RAN		13962	10276
REE	21600	24330	26195
SHP	36265	33336	30581
VAN	28004	24482	20304
TOTAL:	141876	144904	127100
GRAND TOTAL:	413880		

T-38 SORTIES

1991	1992	1993
26210	27548	27720
37941	27844	27926
	16480	11162
34275	25935	19410
39671	39505	35205
36332	27247	28998
174429	164559	150421
GRAND TOTAL:	489409	

PRIMARY GRADS

BASE	1991	1992	1993
COL	328	233	212
LAU	372	224	211
RAN			
REE	333	208	240
SHP	282	272	249
VAN	332	213	199
TOTAL:	1647	1150	1111
GRAND TOTAL:	3908		

ADV GRADS

1991	1992	1993
299	225	207
351	211	186
291	211	222
269	259	244
306	204	215
1516	1110	1074
GRAND TOTAL:	3700	

PRIMARY SORTIES PER GRADUATE

105.9

ADV SORTIES PER GRADUATE

132.3

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

Syllabus of Training * (EXAMPLES)	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
PIT	Graduate	T-1A	43	2	3	1	46	3
PIT	Graduate	T-37	49	1	14	1	63	2
PIT	Graduate	T-38	50	1	15	1	65	2
PIT IFF	Graduate	AT-38	24	1	9	1	33	2
PIT ITC	Graduate	T-1A	32	2	2	1	34	3
PIT	Graduate	T-43	6	1	1	1	7	2
PIT	Graduate	T-41	12	0	2	0	14	0
PIT	Graduate	T-3	18	0	3	0	21	0
IFF	Graduate	AT-38	39	0	0	0	39	0
SUNT IFF	Graduate	AT-38	18	0	0	0	18	0
SUNT CORE	Primary	T-37	6	0	1	0	7	0
SUNT CORE	Primary	T-43	7	0	1	0	8	0
SUNT Top-Off	Intermediate	T-37	12	0	1	0	13	0
SUNT Systems Officer	Intermediate	T-43	8	0	1	0	9	0
SUNT Systems Officer	Intermediate	T-38	15	0	6	0	21	0
SUNT	Advanced	T-43	12	4	1	1	13	5
Screening	Undergrad	T-41	14	0	3	0	17	0
Screening	Undergrad	T-3	19	0	4	0	23	0

~~37~~ 58 23

Panel NA

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, ghts, warm-up flights, and instrument check flights.

Indicate your training weather minimums (ceiling/visiblilty & crosswinds) by aircraft type and syllabus.

Aircraft	Takeoff/Land	Crosswind Limit
T-1	300/1	25 KNOTS
T-37	300/1	17.5 KNOTS
T-38	300/1	25 KNOTS
AT-38	300/1	25 KNOTS
T-43	Published Minimums	25 KNOTS
T-41	2,000/3	15 KNOTS
T-3	2,000/3	25 KNOTS

C. Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

Facility Category Code (CCN): ____171-211_____ See chart in front page

Syllabus of Training * (EXAMPLES)	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
T-1 PIT	Advanced	1 Classroom/1 Simulator (OFT)	116.2/17.5
T-1 ITC	Intermediate	1 Classroom/1 Simulator (OFT) shared with PIT students	84/21
T-37 PIT	Advanced	1 Classroom/4 simulators (OFT)	64.5/22.1
T-38 PIT	Advanced	1 Classroom/2 simulators (OFT)	77/18.2
AT-38 IFF	Advanced	Facilities shared with T-38 PIT	45.6/2.3
AT-38 UIP	Advanced	Facilities shared with T-38 PIT	69.7/11.8
SUNT	Primary	18 Classrooms/3 simulators (IFT)	up to 569 hours/up to 89 hours
T-43 ITC	Advanced	1 Classroom/3 Simulators (IFT)	up to 110 hours/ up to 32 hours
T-43 STS	Advanced	1 Classroom/1 Simulator (UTD)	Varies/Varies*

* T-43 STS hours are not specified in the syllabus.

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

ANSWER: Classroom space for T1 training is at a premium. With ITC and PIT being taught concurrently,

ace is limited and academic instructors are limited. In addition, with only the one T-1 simulator, it must be run ntinuously to keep up with class loads and schedules. It the simulator goes down for repairs, it could have erious implications on the "time line".

The T-45 simulators are very old and parts are no longer made for them. We are looking into contracting out new part fabrication and possibly using parts from Hill AFB UT. If these simulators are not repaired, it would also effect the navigator production rates.

D. Other Ground Training

1. By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is conducted, provide the usage requirements for other than student pilot or NFO/Navigator training. Include all applicable 171-xx, 179-xx CCN's. Other use made of the facilities must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: ___171-211_____

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Academic Classroom	302, 308, 314, 316, 325, 326	ICT	1	720	1	720
Academic Classroom	302, 305, 308, 310, 312, 314, 316, 320, 332	IRC	4	1920	4	1920

2. By facility Category Code Number (CCN), provide the usage requirements for facilities in which student pilot or NFO/Navigator training is not conducted. Include all applicable 171-xx, 179-xx CCN's. This usage must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: __171-211_____

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Academic classroom	302, 305	Advanced Intermediate	116.2 84	0 0	116.2 0	11,155.2 0
Academic classroom	302, 310	Advanced Intermediate	64.5 40	7030.5 760	64.5 40	14,512.5 800

Academic classroom	302, 312	Advanced	77	7931	77	18,480
Academic classroom	308	Advanced Advanced	110 Varies*	3630 Varies*	110 Varies*	6490 Varies*

* Number of hours varies with student and type of upgrade in syllabus.

E. Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft not used for training. Project requirements if necessary.

Base: _____RANDOLPH AFB TX_____

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T-37	29	29	29	29	29	29	29	29
T-43	10	10	10	10	10	10	10	10
T-38	65	65	65	65	65	65	65	65
T-1A	15	16	16	16	16	16	16	16
AT-38	10	10	10	10	10	10	10	10

AIRCRAFT NOT USED FOR TRAINING

C-21	6	6	6	6	---	---	---	---
T-39	2	2						

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

See change in Appendix (page 4)

AIRCRAFT TYPE:_____T-43_____

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	42 hours/month
Average Sortie Duration (ASD) (hrs)	3.5
Planned Turn Time (hrs) (Time from landing to takeoff)	Not Specified
Min Runway Length (ft)	5000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	116
Apron Space Required (ft^2/Aircraft)	10,300

Hangar Space Required (ft²/Aircraft)	9,600
Navigation Equipment On-Board (GPS?--when?)	TACAN/VOR/INS

AIRCRAFT TYPE:____ T-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	26 sorties/month
Average Sortie Duration (ASD) (hrs)	1.2
Planned Turn Time (hrs) (Time from landing to takeoff)	1.3
Min Runway Length (ft)	8000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Not Specified	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	13
Apron Space Required (ft²/Aircraft)	6300 sq ft
Hangar Space Required (ft²/Aircraft)	1090 sq ft
Navigation Equipment On-Board (GPS?--when?)	TACAN/ILS

AIRCRAFT TYPE:____ AT-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	26 sorties/month
Average Sortie Duration (ASD) (hrs)	1.0
Planned Turn Time (hrs) (Time from landing to takeoff)	1.7
Min Runway Length (ft)	8000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	13.0
Apron Space Required (ft²/Aircraft)	6300 sq ft
Hangar Space Required (ft²/Aircraft)	1090 sq ft
Navigation Equipment On-Board (GPS?--when?)	TACAN/ILS

AIRCRAFT TYPE: T-1A

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	59.6 hours/month
Average Sortie Duration (ASD) (hrs)	2.5
Planned Turn Time (hrs) (Time from landing to takeoff)	3.0
Min Runway Length (ft)	6000

Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	16.3
Apron Space Required (ft^2/Aircraft)	3500' sq
Hangar Space Required (ft^2/Aircraft)	1425' sq
Navigation Equipment On-Board (GPS?--when?)	FMS/ADF/ILS/ TACAN/VOR/INS

AIRCRAFT TYPE: T-37

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	36 sorties/month
Average Sortie Duration (ASD) (hrs)	1.28
Planned Turn Time (hrs) (Time from landing to takeoff)	1.3
Min Runway Length (ft)	5000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	7.2
Apron Space Required (ft^2/Aircraft)	7200' sq
Hangar Space Required (ft^2/Aircraft)	1000 sq
Navigation Equipment On-Board (GPS?--when?)	VOR/DME/ILS

3. List any additional constraints or limitations to the training airframes that impact the training mission.

ANSWER: T-38: Cannot tolerate any icing conditions, takeoffs are restricted during conditions of high temperature and pressure altitude, limited to crosswinds of less than 25 kts.

T-37: Can only tolerate light rime icing, limited to crosswinds of less than 17.5 kts.

Airfield

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/OLF Name: __Randolph AFB___Location (Lat/Long and nearest town): _29 32'N 98 17'W, Universal City TX

Syllabi and Level of Training Supported: Banked requal T-38 (graduate), IFF (Graduate), T-43 pilot training (graduate), PIT T-37 and PIT T-38 (graduate), PIT T-1A and T-1A ITC (graduate), AT-38 IFF PIT (graduate), MED OFF FLIGHT FAM (graduate), ALL SUNT (primary and advanced), INTERSERVICE AND USMC UNT (primary and advanced), EWO TNG/CAF (advanced), NAV INST TNG (graduate).

Ownership: Air Force

OLF Name: Randolph AFB Auxilary Location (Lat/Long and nearest town): 29 34' N 97 55' W, Sequin TX

Syllabi and Level of Training Supported: Banked requal T-38 (graduate), PIT T-38 (graduate)

Ownership: Air Force

OLF: Distance (nm) from home field: 20 nm

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-38

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties		0	510
	Graduate Training Sorties		11096	4410
	Training Support Sorties*		1608	1604
	Other Sorties		37760	4638
	TOTAL SORTIES:		16480	11162
Non-Operational Hours[2]	Standdowns	3,238	3,238	3,238
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

[2] Hours when the airfield was closed for flight operations.

TYPE AIRCRAFT: T-37

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties		0	0
	Graduate Training Sorties		8027	4580
	Training Support Sorties*		1910	1360
	Other Sorties		4025	4336
	TOTAL SORTIES:		13962	10276
Non-Operational Hours[3]	Standdowns	3,238	3,238	3,238
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

TYPE AIRCRAFT: T-1A

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			0
	Graduate Training Sorties			219
	Training Support Sorties*			150
	Other Sorties			5
	TOTAL SORTIES:			374
Non-Operational Hours[4]	Standdowns	3,238	3,238	3,238
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

TYPE AIRCRAFT: T-43

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			162
	Graduate Training Sorties			0
	Training Support Sorties*			261
	Other Sorties			17
	TOTAL SORTIES:			440
Non-Operational Hours[5]	Standdowns	3,238	3,238	3,238
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

[3] Hours when the airfield was closed for flight operations.

[4] Hours when the airfield was closed for flight operations.

[5] Hours when the airfield was closed for flight operations.

st below the "other sorties" and "other events" included in the table above:

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training *	Level of Training *	Pilots and NFO/Navigators Trained			
		FY	FY 1991	FY 1992	FY 1993
T-37 PIT	Graduate	270 (FY91)	270	133	48
T-38 PIT	Graduate	308 (FY84)	284	150	45
Med Off Flt Fam Crs	Primary	20 (FY93)	0	0	20
T-43 Pilot Trng	Graduate	9 (FY93)	0	0	9

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	NA	NA	14.3/2.3
Days per year:	NA	NA	240

Note: Undergraduate pilot training is not conducted at RAFB.
Navigator/NFO training began in 1993.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial/civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type: T-37 Undergraduate Training: No

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary			
	Intermediate			
	Advanced	13.87	11.47	9.28
	Etc.*			

Maintenance	.14	.27	.22
Operations	1.88	1.60	1.24
Other Military Flights	.36	.11	.37
Civilian/Commercial Flights	N/A	N/A	N/A
Other	0	.01	.01
Total	16.25	13.46	11.12

Aircraft Type: T-38 Undergraduate Training: No

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary			
	Intermediate			
	Advanced	15.46	10.25	11.41
	Etc.*			
Maintenance		.51	.28	.48
Operations		2.17	2.03	1.90
Other Military Flights		.74	.47	.60
Civilian/Commercial Flights		N/A	N/A	N/A
Other		.03	0	.02
Total		18.91	13.03	14.41

Aircraft Type: T-43 Undergraduate Training: YES

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary			1.30
	Intermediate			
	Advanced			
	Etc.*			
Maintenance				.65
Operations				.49
Other Military Flights				0
Civilian/Commercial Flights				N/A
Other				0
Total				2.43

Note: T-43 operations did not begin at Randolph until 1993.

6. List the major factors in the "other" category in the above table.

ANSWER: No factors are used in the other category.

Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1?

ANSWER: 98.2.

b. Percentage of time WX at or above 300/1?

ANSWER: 97.9

c. Percentage of time WX at or above 500/1?

ANSWER: 96.4

d. Percentage of time WX at or above 1000/3?

ANSWER: 90.0

e. Percentage of time WX 3000/5 and above?

ANSWER: 73.4

f. Percentage of time WX 3000/3 and above?

ANSWER: 73.7

g. Percentage of time WX 1500/3 and above?

ANSWER: 83.6

h. Percentage of time crosswind component to the primary runway at or below 15 knots?

ANSWER: 98.4

i. Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: <0.1

j. Mean number of days of icing in the local flying area?

ANSWER: Data not available.

For <u>each</u> independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the

AIRFIELD OPERATIONS

BASE	(C x T x E) HOURLY CAP	% OF YR	% MAX CAP	WEIGHT FACTOR	OPS / HR
COL	347.00	75%	100%	1	192.14
	76.00	25%	23%	4	
AUX	111.00	100%	100%	1	111.00
LAU	364.50	75%	100%	1	191.64
	62.00	25%	17%	4	
AUX	110.50	100%	100%	1	110.50
RAN	204.00	75%	100%	1	154.29
	117.00	25%	29%	4	
AUX	101.00	100%	100%	1	101.00
REE	303.00	75%	100%	1	165.29
	62.00	25%	22%	4	
AUX	102.00	100%	100%	1	102.00
SHP	240.00	75%	100%	1	139.43
	64.00	25%	16%	4	
AUX	103.00	100%	100%	1	103.00
VAN	294.00	75%	100%	1	162.00
	63.00	25%	22%	4	
AUX	102.00	100%	100%	1	102.00

HOURLY CAPACITY INFORMATION WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA B (AIRFIELDS), QUESTION 9

THE WX FACTOR WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA A, QUESTION 7G

OPERATIONS PER YEAR BY BASE

BASE	OPS / HR	X	HRS/DAY	X	TNG DAYS	=	OPS / YR	X	WX FAC	=	TOTAL OPS
COL	192.14	X	12	X	242	=	557983	X	89.10%	=	497163
AUX	111.00	X	12	X	242	=	322344	X	89.10%	=	287209
									TOTAL:		***784371***
LAU	191.64	X	12	X	242	=	556531	X	90.90%	=	505887
AUX	110.50	X	12	X	242	=	320892	X	90.90%	=	291691
									TOTAL:		***797577***
RAN	154.29	X	12	X	242	=	448046	X	83.60%	=	374566
AUX	101.00	X	12	X	242	=	293304	X	83.60%	=	245202
									TOTAL:		***619768***
REE	165.29	X	12	X	242	=	479990	X	91.50%	=	439191
AUX	102.00	X	12	X	242	=	296208	X	91.50%	=	271030
									TOTAL:		***710221***
SHP	139.43	X	12	X	242	=	404901	X	91.90%	=	372104
AUX	103.00	X	12	X	242	=	299112	X	91.90%	=	274884
									TOTAL:		***646988***
VAN	162.00	X	12	X	242	=	470448	X	89.40%	=	420581
AUX	102	X	12	X	242	=	296208	X	89.40%	=	264810
									TOTAL:		***685390***

st year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties own and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: _Randolph AFB TX_(HONDO MUNI TX)_

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent) Day	Night
SUNT Core	Primary (T-43)	5	0
	Primary (T-37)	25	0
SUNT SO Training	Advanced (T-43)	2	0
	Advanced (T-38)	27	0
SUNT Nav Training	Advanced (T-43)	8	100
	Advanced (T-37)	23	0
SUNT EWO Training	Advanced (T-43)	2	0
Interservice UNT	Advanced (T-43)	7	0
USMC UNT	Primary (T-43)	1	0
	Total	100	100

NOTE: These numbers represent a seven year average for SUNT at Mather AFB (FY87 to FY93) since no numbers exist for Randolph AFB.

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

The answer for Randolph is 145. The calculations are as follows:

Average Daily Capacity = (204 x 12 x .54) + (117 x 12 x .46) = 1,968
Average Yearly Capacity = [246 - (.114 x 246)] x 1,968 = 428,937 421963 ops/yr
Average Hourly Capacity = (428,937 ÷ 246) ÷ 12 = 145.

The answer for Seguin is 89. The calculations are as follows: +

Average Daily Capacity = 101 x 7 = 107
Average Yearly Capacity = [246 - (.114 x 246)] x 707 = 154,094 151,589 ops/yr
Average Hourly Capacity = (154,094 ÷ 246) ÷ 7 = 89.

= 573,552 ops/yr

VFR operations per hour is 204 (Randolph), 101 (Seguin).
IFR operations per hour is 117.

OPERATIONS/SORTIE DATA

T-37 SORTIES

BASE	1991	1992	1993
COL	27559	24603	19872
LAU	28448	24191	19872
RAN		13962	10276
REE	21600	24330	26195
SHP	36265	33336	30581
VAN		24482	20304
TOTAL:	**113872**	**144904**	**127100**

T-37 OPERATIONS/SORTIE
6.1

SORTIE GRAND TOTAL:	385876

T-37 OPERATIONS

BASE	1991	1992	1993
COL	157743	140567	113307
AUX	27628	27441	18313
TOTAL:	***185371***	***168008***	***131620***
LAU	135350	122657	102334
AUX	39521	55956	47440
TOTAL:	***174871***	***178613***	***149774***
[illegible]		***62734***	***69081***
[illegible]	103684	100269	85705
[illegible]	42172	48078	34507
TOTAL:	***145856***	***148347***	***120212***
VAN		105427	81791
AUX		46126	33708
TOTAL:	***0***	***151553***	***115499***
SHP	145949	133508	114602
AUX	66702	53013	33445
TOTAL:	***212651***	***186521***	***148047***
SUB TOTAL:	**718749**	**895776**	**734233**

OPERATIONS GRAND TOTAL:	2348758

T-38 SORTIES

BASE	1991	1992	1993
COL	26210	27548	27720
LAU	37941	27844	27926
RAN			
REE			
SHP	39671	39505	35205
VAN	36332	27247	28998
TOTAL:	**140154**	**122144**	**119849**

T-38 OPERATIONS/SORTIE

6.6

SORTIE GRAND TOTAL:	382147

T-38 OPERATIONS

BASE	1991	1992	1993
COL	160442	136628	134478
AUX	115227	95776	81777
TOTAL:	***275669***	***232404***	***216255***
LAU	146651	142158	130262
AUX	110866	81893	124808
TOTAL:	***257517***	***224051***	***255070***
RAN			
REE			
AUX			
TOTAL:	***0***	***0***	***0***
VAN	158685	121245	98106
AUX	102372	71237	66670
TOTAL:	***261057***	***192482***	***164776***
SHP	158706	137942	132577
AUX			
TOTAL:	***158706***	***137942***	***132577***
SUB TOTAL:	**952949**	**786879**	**768678**

OPERATIONS GRAND TOTAL:	2508506

OPERATIONS/SORTIE DATA

T-1 SORTIES

BASE	1991	1992	1993
RAN T-38			11162
RAN T-1			374
REE T-38			19410
REE T-1			7107
TOTAL:	0	0	38053

T-1 OPERATIONS/SORTIE
4.6

TOTAL T-1 SORTIES:	7481
TOTAL T-38 SORTIES:	30572

AVERAGE ANNUAL T-38 OPERATIONS

T-38 SORTIES X (AVE T-38 OPS / SORTIE) = 214004

30572 X 7.0

T-1/T-38 OPERATIONS

BASE	1991	1992	1993
COL			
AUX			
TOTAL:	*0*	*0*	*0*
LAU			
AUX			
TOTAL:	*0*	*0*	*0*
RAN		*0*	*79284*
[illegible]			82071
[illegible]			86688
TOTAL:	*0*	*0*	*168759*
VAN			
AUX			
TOTAL:	*0*	*0*	*0*
SHP			
AUX			
TOTAL:	*0*	*0*	*0*
SUB TOTAL:	**0**	**0**	**248043**

AVERAGE ANNUAL T-1 OPERATIONS

TOTAL OPS - T-38 OPS = 34039

248043 214004

OPERATIONS GRAND TOTAL:	248043

·affic split is 54/46 VFR/IFR.
eather attrition is 11.4%.
Average operating period 12 hours (Randolph) 7 hours (Seguin).
Operating days/year is 246.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Aux Field T-38 Traffic Count	22,242	31,382	4,152
Runway 14L/32R Traffic Count T-38	75,799	76,020	79,284
Runway 14R/32L Traffic Count T-37	102,027	62,734	69,081

T-37 69081/11162 = 6.2 ops/hr

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

Randolph AFB

	FY 1991	FY 1992	FY 1993
VFR	NOT AVAILABLE	55	53
IFR	NOT AVAILABLE	45	47
Total	100%	100%	100%

Seguin Aux

	FY 1991	FY 1992	FY 1993
VFR	100	100	100
IFR	0	0	0
Total	100%	100%	100%

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

ANSWER: The largest constraints to flying training operations at Randolph AFB are weather, and to a lesser extent, available instructors. An appreciable amount of student flying training requires VFR weather (VFR pattern, formation, and contact area manuvers, VFR low level etc...). Heavy student loads and limited instructor resources also constrain student flight operations.

3. Assuming that airfield operations are not constrained by operational funding (personnel support, increased erhead costs, etc.), with the <u>present</u> equipment, physical plant, etc., what additional capacity (in flight

erations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[6].

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 3.7 sorties per hour (increase from 4.9 to 8.6 or 75%)
T-38: 0.2 sorties per hour (increase from 6.6 to 6.8 or 4%)
T-1: 1.7 sorties per hour (increase from 1.6 to 3.3 or 51%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[7]

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 5.5 sorties per hour (increase from 4.9 to 10.4 or 112%)
T-38: 0.3 sorties per hour (increase from 6.6 to 6.9 or 5%)
T-1: 1.7 sorties per hour (increase from 1.6 to 3.3 or 51%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also es not break out the data by runway complex.

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

ANSWER: Weather = an appreciable amount of student flying training requires VFR weather (VFR pattern, formation and contact area manuvers, VFR low level, etc.) This is unlikely to change under any future budget conditions.

Airspace saturation = a growth in military, air carrier, and general aviation air traffic will saturate available airspace and limit possible future expansion. This problem becomes more pronounced during periods of poor weather. At current levels of local traffic and airspace usage, Randolph AFB Special Use Airspace (SUA), is near the point of saturation.

ALSO = POV traffic flow on base is affected: limited parking, MWR facilities located adjacent to AFMPC, hospital manning and appointment capabilities.

---

6 Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

ANSWER: Maximum sortie generating capacity per year:

T-37: 26,536
T-38: 14,303
T-1: 7,284

NOTE: Command modeling factors do not allow us to provide data by syllabus or level of training.

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

ANSWER: Yes. (1) One approach is to more effectively align the same missions, type and speed of the aircraft at a single location. This alone will simplify airspace procedures and air traffic control. It simplifies other facets of the operation (i.e. maintenance requirements,book stores, etc.). (2) A second approach would be to align two different types of missions and aircraft at one single location that do not compete for training airspace and facilities. An example would be a mission which is predominately done off station or at night with one done during the day. This will possibly create a 24 hour operation, but one of more effective use. (3) The reduction in attrition would allow for a larger student generation per available resources. Reducing the number of installations will only decrease the quality of students that we currently produce.

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR/VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
Randolph 14l/32r	8351'	200'	Exceed all*	X					6IQS11, 250' both overrun	I,V,N	ILS , VOR
Randolph 14R/32L	8353'	200'	79,000 lbs*		X				MA1A 153' both OVRN, BAK 12 950'from S.	I,V,N	ILS,VOR
Seguin Aux	8345'	150'	22,000 lb*				X		MA1A each OVRN	V	None

* 1993 Pvement Evaluation, summary of allowable gross weight for AGI#2 aircraft, (Pg F-1). Values are in pounds per square inch. AGI represents Aircraft Group Index which is the criteria by which the Air Force establishes pavement bearing capacities.
1990 Pavement Evaluation for AGI#2, (Pg F-1)

- Full Lighting (approach, runway edge, center, and threshold)
- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
14L/32R	RAND TACAN and ILS	ASR, ILS/DME, HI ILS/DME, HI TACAN-A, HI TACAN-B
14R/32L	RAND TACAN, VOR, ILS	ASR, ILS/DME,VOR or ILS/DME, VOR , HI-ILS-DME, HI-VOR 32L, HI VOR or HI-TACAN-A, HI-TACAN-B

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
11	Runways Fixed Wing	SY	1,065,446	
111	Runways Rotor Wing	SY	NA	
111	Landing Pads	SY	NA	
113	Parking Aprons	SY	947,612	
113	Access Aprons	SY	NA	
121	Direct Fueling	OL / GM	NA	
121	Truck Fueling	OL / GM	3,720	
121	Defueling	OL / GM	12,000	
124	Fuel Storage	GA	50,000	Hondo Muni
149	Arresting Gear	EA	7	5 at Randolph, 2 at Sequin AUX
421 422(AF)	Ammunition Storage	CF	543	
425	Open Ammunition Storage	SY	NA	

21. List any additional constraints or limitations to the airfield that impact the training mission.

ANSWER: No additional areas of significance.

AIRSPACE REQUIREMENTS

COLUMBUS CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:	BLOCK HOURS/YEAR	
PRIMARY (100 SQ NM X 5000 FT)	COL 1	2643	15K	PRIMARY:	67	PRIMARY 161	x 12 x 242=	467892
	MER 1 EAST	719	15K	ADVANCED:	17			
	TOTAL:	3362						
ADVANCED (200 SQ NM X 12000 FT)	COL 2	647	15K	PRIMARY:	94	ADVANCED 40	x 12 x 242=	116973
	COL 3	2668	15K	ADVANCED:	23			
	COL 4	1379	13K					
	TOTAL:	4694						

LAUGHLIN CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	LAU 3	2000	15K	PRIMARY:	40	PRIMARY 135	x 12 x 242=	391459
	TOTAL:	2000		ADVANCED:	10			
ADVANCED (200 SQ NM X 12000 FT)	LAU 1	4290	13K	PRIMARY:	95	ADVANCED 75	x 12 x 242=	218889
	LAU 2	450	13K	ADVANCED:	65			
	PECOS	8335	19K					
	TOTAL:	13075						

RANDOLPH CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	RND 1B	540	15K	PRIMARY:	15	PRIMARY 73	x 12 x 242=	211150
	RND 1C	123	5K	ADVANCED:	3			
	RND 2B	330	8K					
	TOTAL:	993						
ADVANCED (200 SQ NM X 12000 FT)	RND 1A	1407	13K	PRIMARY:	57	ADVANCED 17	x 12 x 242=	49499
	RND2A	1462	20K	ADVANCED:	14			
	TOTAL:	2869						

REESE CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	REE 2	1050	13K	PRIMARY:	39	PRIMARY 147	x 12 x 242=	427701
	REE 4	900	13K	ADVANCED:	10			
	TOTAL:	1950						
ADVANCED (200 SQ NM X 12000 FT)	REE 1	1224	14K	PRIMARY:	108	ADVANCED 37	x 12 x 242=	106925
	REE 3	2690	14K	ADVANCED:	27			
	REE 5	1500	14K					
	TOTAL:	5414						

SHEPPARD CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	SHEP 1	1110	14K	PRIMARY:	48	PRIMARY 145	x 12 x 242=	420383
	SHEP 2	1290	12K	ADVANCED:	12			
	TOTAL:	2400						
ADVANCED (200 SQ NM X 12000 FT)	WASHITA	768	11K	PRIMARY:	97	ADVANCED 57	x 12 x 242=	166922
	WESTOVER 1	2090	14K	ADVANCED:	45			
	WESTOVER 2	1980	13K					
	DICKIE A	700	13K					
	DICKIE B	700	13K					
	LOCK NW	950	18K					
	LOCK NX	1100	14K					
	LOVELAND	808	13K					
	TOTAL:	9096						

VANCE CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	VAN 1B	1600	15K	PRIMARY:	32	PRIMARY 158	x 12 x 242=	458832
	TOTAL:	1600		ADVANCED:	8			
ADVANCED (200 SQ NM X 12000 FT)	VAN 1A	6300	14K	PRIMARY:	126	ADVANCED 40	x 12 x 242=	114708
	TOTAL:	6300		ADVANCED:	32			

Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

Syllabus of Training *	Level of Training *	Trainer Aircraft	# Workable Blocks of Airspace	Type of Airspace	Average Block Dimensions	Availability (Hrs/Yr)/ Block
Flight Screening	Accession	T-3A, T-41	31	CLG, PAT	8 NM X 8 NM x 5000 FT	4368
PIT T-37	Graduate	T-37	18	MOA/ ATCAA, MTR, PAT	14 NM X 8 NM x 6500 FT	3120
PIT T-38	Graduate	T-38	18	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM X 13000 FT	3120
PIT T-1A	Graduate	T-1A	28	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM x 7000 ft	3120
IFF	Graduate	AT-38	18	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM x 13000 ft	3120
SUNT SO TRNG	Primary	T-43	7	PAT, AW, MTR	500 NM X 10 NM X 300 FT	3120
SUNT Top Off	Advanced $	T-37	NA	NA	NA	NA
SUNT Nav Trng	Primary	T-43	13	PAT, AW	1400 NM X 60 NM X 300 FT	3120
	Advanced	T-34	19	MTR, AW, PAT, OWA, CLG	800 NM X 20 NM X 300 FT	3120
SUNT EWO Trng $$	Primary	T-43/T-37	NA	NA	NA	NA
	Advanced	T-43	NA	NA	NA	NA
SUNT EWO Top Off $$	Advanced	T-43	NA	NA	NA	NA
Interservice UNT	Advanced	T-43	11	AW, OWA, CLG, PAT	1400 NM X 60 NM X 300 FT	3120

USMC UNT	Primary	T-43	11	AW, CLG, PAT	1400 NM X 60 NM X 300 FT	3120
EWO Trng CAF $$	Advanced	T-43	NA	NA	NA	NA
NAV Inst Trng	Graduate	T-43	22	MTR, AW, PAT, OWA, CLG	1400 NM X 60 NM X 300 FT	3120
IFF WSO $$	Graduate	AT-38	NA	NA	NA	NA
IFF WSO Inst Trng $$	Graduate	AT-38	NA	NA	NA	NA
Banked Requal $$	Graduate	T-1A	NA	NA	NA	NA
Banked Requal	Graduate	T-38	18	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM x 13000 ft	3120
T-1 PIT Transition	Graduate	T-1A	28	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM x 7000 ft	3120
MOFFT	Graduate	T-37	18	MOA/ ATCAA, MTR, PAT	14 NM X 8 NM x 6500 ft	3120
T-43 Pilot Trng	Graduate	T-43	8	MOA/ ATCAA, AW, PAT	20 NM X 20 NM x 4000 ft	3120
		Total*	97	CLG, PAT, MOA, ATCAA MTR AW, OWA		

* Many syllabi share airspace -- total is less than sum of above airspace blocks.
$ Will be offered in future syllabus. No current training exists.
$$ Syllabus currently exists. Training will start up mid-1995.

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

If the transit corridors between training areas and air station limits the number of aircraft that can train

ncurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. eak this information out by type and level of training if appropriate.

ANSWER: The transit corridors do not limit the number of airspace blocks that can be used concurrently.

3. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the installation that are used for flight training. For each airspace provide the following information (seven questions):

a. Provide the type,	MOA
name,	RND 1A
location,	30 - 60 mi east RAFB
size (nmi. x nmi. x ft),	1839 sq mi x 13000 ft
available times,	Mon - Fri sunrise to sunset - (or by NOTAM)
airspace controlling activity,	Houston ARTCC
scheduling activity,	12 OSS/DOFR, DSN 487-5580
method of scoring/recording,	TRIM (computer mgt sys)
proximity to airport traffic areas.	30 NM east of RND

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

ANSWER: Yes, Houston ARTCC.

c. Does the Navy/Air Force/Army own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

ANSWER: NO, NO.

d. What is the distance enroute?

ANSWER: 30 NM.

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

ANSWER: NO.

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

ANSWER: NO

g. In the event that it became necessary to increase base loading at your installation, does the airspace

erlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the rcentage of the possible increase in usable airspace. Provide the basis/calculations for these estimates.

ANSWER: No.

Additional SUA (answers only)

RND 1B MOA.

a. 1B, MOA, 24 - 46NM SE RND, 644 sq mi x 15,000 ft, mon - fri sunrise to sunset (other times by NOTAM), SAT TRACON, 12 OSS/DOFR, DSN 487-5580, TRIM, 24 nm.

b. Yes, San Antonio TRACON.

c. No, No.

d. 24nm.

e. No.

f. No.

No.

RND 1C MOA.

a. 1C, MOA, 36NM SE RND, 123 sq mi x 5000 ft, mon - fri sunrise to sunset (other times by NOTAM), SAT TRACON, 12 OSS/DOFR, DSN 487-5580, TRIM, 36 nm.

b. Yes, San Antonio TRACON.

c. No, No.

d. 36nm.

e. No.

f. No.

g. No.

ND 2A MOA.

2A, MOA,54-68 NM West RND, 1462 sq mi x 12000 ft, mon - fri sunrise to sunset (other times by NOTAM), Houston ARTCC, 12 OSS/DOFR, DSN 487-5580, TRIM, 54 nm to RND, 12 nm to SKF.

b. Yes, Houston ARTCC.

c. No, No.

d. 54nm.

e. No.

f. No.

g. No.

RND 2B MOA.

a. 2B, MOA, 23 NM West RND, 330 sq mi x 8000 ft, mon - fri sunrise to sunset (other times by NOTAM), Houston ARTCC, 12 OSS/DOFR, DSN 487-5580, TRIM, 23 nm to RND, 8 nm to SKF.

b. Yes, Houston ARTCC

c. No, No.

d. 23nm.

e. No.

f. No.

g. No.

RND VR 1152.

a. VR 1152, MTR, Entry: SAT 191/036, 6nm wide x 180 nm long 500 AGL to 2500/4000 MSL, mon - fri sunrise to sunset (other times by NOTAM), 12 OSS/DOFR, 12 OSS/DOFR, DSN 487-5580, TRIM, 18 NM to SKF, 34 NM to RND.

b. No

c. No, No.

d. 34 nm.

No.

f. No.

g. No.

SR 286, 290, 292, 293

a. R 286, 290, 292, 293, MTR, North RND, 4 to 10 nm wide x 95 nm long, 500 agl to 4000 ft msl, mon - fri sunrise to sunset (other times by NOTAM), 12 OSS/DOFR, 12 OSS/DOFR, DSN 487-5580, TRIM, 25 nm to BSM, 60 nm to RND.

b. No

c. No, No.

d . Up to 60 nm.

e. No.

f. No.

No.

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

ANSWER: No.

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

ANSWER: The unit is not required to deploy to other training locations to meet mission requirements. Questions (B.5.a) through (B.5.g) are NA.

a. Where do these units/squadrons deploy?
b. How far from your installation?
c. Frequency?
d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)
e. Annual costs incurred for deployments due to adverse weather?
f. Annual costs incurred for deployments due to airspace non-availability?
g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

ANSWER: NA, all airspace used for training is SUA.

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Training *	Terrain Feature or Overwater Requirement
T-37 PIT	None
T-38 PIT	None
T-1 PIT	None
T-1 ITC	None
T-43 PIQ	None
AT-38 IFF PIT	None
AT-38 IFF	None
T-37 Jet Currency Course	None
T-37 Med Off Flt Fam Trn	None
T-41 Flt Screening	None
T-3 Flt Screening	None
SUNT	Overwater
MANS	Overwater

* Use appropriate Navy, Air Force, or Army syllabus of training list

8. List any additional constraints or limitations to the airspace that impact the training mission.

ANSWER: All T-38/T-1A areas have waivers for size except Talons 3 and 4.

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

t Code: 171-211

Type Training Facility	Total Number	Design Capacity (PN)[8]	Capacity (Student HRS/YR)
ACADEMIC CLASSROOMS	18	360	864,000

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

ANSWER: Design Capacity = (number of classrooms) x (the capacity measured in students per room)
Capacity = (design capacity) x (available hours per day) x (available days per year). Hours per day = 8.

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

ANSWER: 1,296,000 student-hours/year.
Note: This answer was derived with the following calculations:
(Design Capacities from C.1) x (20 hours a day) x (300 days a year (365 minus Sundays and holidays)) = New Capacity.
ew Capacity) - (Total Capacity from C.1) = Increase in Student-Hours/Year.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[9]

ANSWER: All reasonable space on base for building classrooms has been occupied, except in extremely impractical areas such as west of the west runway or relocating the softball fields.

5. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

ANSWER: All reasonable space on base for building classrooms has been occupied, except in extremely impractical areas such as west of the west runway or relocating the softball fields.

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is not conducted. Include all 171-xx, 179-xx category

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8 Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

GROUND TRAINING FACILITIES

BASE	DESIGN CAP		HOURS/DAY		TNG DAYS/YR		TNG HRS/YR
COLUMBUS							
CLASSROOM	224	X	8	X	242	=	**433664**
SIMULATOR	16	X	16	X	242	=	**61952**
LAUGHLIN							
CLASSROOM	100	X	8	X	242	=	**193600**
SIMULATOR	16	X	16	X	242	=	**61952**
RANDOLPH							
CLASSROOM	360	X	8	X	242	=	**696960**
SIMULATOR	24	X	16	X	242	=	**92928**
REESE							
CLASSROOM	360	X	8	X	242	=	**696960**
SIMULATOR	16	X	16	X	242	=	**61952**
SHEPPARD							
CLASSROOM	180	X	8	X	242	=	**348480**
SIMULATOR	24	X	16	X	242	=	**92928**
VANCE							
CLASSROOM	193	X	8	X	242	=	**373648**
SIMULATOR	16	X	16	X	242	=	**61952**
CORPUS							
CLASSROOM	240	X	8	X	242	=	**464640**
SIMULATOR	12	X	16	X	242	=	**46464**
KINGSVILLE							
CLASSROOM	444	X	8	X	242	=	**859584**
SIMULATOR	16	X	16	X	242	=	**61952**
MERIDIAN							
CLASSROOM	300	X	8	X	242	=	**580800**
SIMULATOR	14	X	16	X	242	=	**54208**
PENSACOLA							
CLASSROOM	2535	X	8	X	242	=	4907760
				(OTHER TRAINING)		-	992216
				TOTAL CLASSROOM:			**3915544**
SIMULATOR	74	X	16	X	242	=	**286528**
WHITING							
CLASSROOM	275	X	8	X	242	=	**532400**
SIMULATOR (T-34)	18	X	16	X	242	=	**69696**
SIMULATOR (TH-57)	9	X	16	X	242	=	**34848**
RUCKER							
CLASSROOM	2853	X	8	X	242	=	**5523408**
SIMULATOR	55	X	16	X	242	=	**212960**

des, and any other applicable category codes.

r example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

Cat Code: 171-621

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Tech Training Classroom	1	10	24,000

Cat Code: 171-211

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Classrooms	3	60	144,000
Academic Classroom	1	22	52,800

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

ANSWER:

For Cat Code 171-621: Design Capacity = (number of classrooms) x (the capacity measured in students per room). Capacity = (Design Capacity) x (available hours per day) x (available days per year).
Hours per day = 8. Days per year = 300.

For Cat Code 171-211: Design Capacity = (number of classrooms) x (the capacity measured in students per room). Capacity = (Design Capacity) x (available hours per day) x (available days per year).
Hours per day = 20. Days per year = 300.

8. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

ANSWER: None. Meeting in all available locations to include storage facilities for classrooms at present time.

esign Capacity = (number of classrooms) x (the capacity measured in students per room).

'pacity = (Design Capacity) x (available hours per day) x (available days per year) - Capacity from C.6. Hours ' day = 20. Days per year = 300.

Cat Code: 171-211

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Classrooms	3	60	216,600
Academic Classrooms	1	22	79,200

Cat Code: 171-621

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Tech Training Classroom	1	10	36,000

Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations.

ANSWER: All reasonable space on base for building classrooms has been occupied, except in extremely impractical areas such as west of the west runway or relocating the softball fields.

10. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

ANSWER: All reasonable space on base for building classrooms has been occupied, except in extremely impractical areas such as west of the west runway or relocating the softball fields.

D. Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

Squadron	Number of Aircraft (Fiscal Year)								Mission
	1994	1995	1996	1997	1998	1999	2000	2001	

C-21	6	6	6	6	6	6			AIRLIFT

Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments Apron space/sq yrd required per aircraft
T-1A	16*	- 24000/1500
T/AT-38	125*	- 87500/700 Lu change in fact (11 OCT 94 DATA CALL)
C-21	15*	- 22500/1500
T-43	10*	- 52000/5000
T-37	130	- 104000/800 Note: Requires change to a "row" type of parking plan. Not presently used due to noise abatement.

* These numbers indicate the maximum sustained parking capability only. No allowance is made for transient aircraft to park under these conditions. It assumes standard spacing between aircraft, and access to grounding points. Other operational factors would impact the ability to support this number of aircraft and their ability to fly missions. POL, maintenance people, and availability of training airspace are examples of these factors.

Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.*

ANSWER: These numbers indicate the maximum sustained parking capability only. No allowance is made for transient aircraft ot park under these conditions. It asssumes standard spacing between a/c and access to grounding points. Other operational factors would impact the ability to support this number of a/c and the mission. POL, mx personnel and availability of training airspace are examples of these factors.

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments - Hanger space/sq yrd required per aircraft
T-1	16	- 23400/1400
T-37	63	- 45100/700
T-38	65	- 43000/600
AT-38	10	- 7000/600
T-43	2	- 11000/5000
C-21	6	- 11000/1600
T-39	10	- 16500/1500

Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

ANSWER: Calculation is based on AFM 86-2 standards and AETC Facility Requirements Calculation Template which states the following: Maximum number of aircraft = hangar space divided by square footage needed for each aircraft.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-1	16	All maintenance facilities are operating at max capacity at present. No increases are possible.
T-37	63	All maintenance facilities are operating at max capacity at present. No increases are possible.
T-38	65	All maintenance facilities are operating at max capacity at present. No increases are possible.
AT-38	10	All maintenance facilities are operating at max capacity at present. No increases are possible.
T-43	10	All maintenance facilities are operating at max capacity at present. No increases are possible.
C-21	6	All maintenance facilities are operating at max capacity at present. No increases are possible.
T-39	6	All maintenance facilities are operating at max capacity at present. No increases are possible.

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: Number of aircraft is derived from availability of nose docks, back shops, fuel cells, and maintenance hangars. Address all questions to 12 OSS/DOO, DSN 487-3789.

8. Describe any maintenance backlogs that your installation currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g., supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

ANSWER:
Paint Shop 10 days, responsible for regional paint requirements
Beed Shop 10 days, " " " " "
Sheet Metal Shop 5 days, undermanned
Wash Rack 5 days, not enough facilities and undermanned

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft	Comments

T-1	95	Parking/hanger space are the limiting factors: 12th LG
T-37	90	Parking/hanger space are the limiting factors: 12th LG
T-38	80	Parking/hanger space are the limiting factors: 12th LG
AT-38	10	Parking/hanger space are the limiting factors: 12th LG
T-43	10	Parking/hanger space are the limiting factors: 12th LG
C-21	14	Parking/hanger space are the limiting factors: 12th LG

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

ANSWER: Randolph's mix of large and small jets makes parking and taxi space a premeium resource. Contract maintenance takes care of 30 percent of the fleet.

A. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

ANSWER: No BOQs, all data permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
UEPH, 977, 721-312	171	168	165*
UEPH, 861, 721-312	60	60	60
UEPH, 863, 721-312	122 353	120	116** [illegible]

*3 Hospitality rooms (2 person rooms)
** Hospitality rooms (2 person rooms)

2. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

ANSWER: No BEQ's projected to be assigned, all student data.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
UOQ 724-417	200	200	200

Facility scheduled for completion, Dec 94

3. Provide data on the messing facilities assigned to your current plant account.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Hall, 722-351 Bldg 860	17,743 SF	189	419

4. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Hall, 722-351 Bldg 860	17,743 SF	189	419

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ	190	190	190	190	190	190	190
BEQ	0	0	0	0	0	0	0
On-Base Housing	0	0	0	0	0	0	0
Off-Base Housing	20	20	20	20	20	20	20
Messing	886	886	886	886	886	886	886

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: See Attachment

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission.

ANSWER: There are no constraints or limitations that impact the training mission.

Appendix 1

Appendix 1 a

Navy pilot training syllabi with service components trained.

Syllabus of Training	
Strike	USN
	USMC
	FMS
Maritime	USN
	USMC
	USCG
	FMS
	USAF
E2/C2	USN
	USMC
	USCG
	FMS
Rotary	USN
	USMC
	USCG
	FMS

Navy NFO training syllabi with service components trained.

Adv Navigator (NAV)	USN
	FMS
	NOAA
Tact Navigator (TN/BN)	USN
	USMC
Radar Intercept Officer (RIO)	USN
	USMC
Over Water Jet Navigator (OJT)	USN
Airborne Tact Data Systems (ATDS)	USN
	USCG

Navy pilot training syllabi with levels of training and types of aircraft used.

General	Primary	T-34C
		JPATS
Strike	Intermediate	T-2
		T-45[10]
	Advanced	TA-4J
		T-45
E2/C2	Intermediate	T-44
	Advanced	T-45[2]
		T-2
Maritime	Intermediate	T-34C
		JPATS
	Advanced	T-44
Rotary	Intermediate	T-34C
		JPATS
	Advanced	TH-57

Navy NFO syllabi of training with levels of training and types of aircraft used.

General	Primary	T-34/T-2
		JPATS
General	Intermediate	T-34/T-2
NAV	Advanced	T-43
TN/BN	Advanced	T-2
	Advanced	T-39
RIO	Advanced	T-2
	Advanced	T-39
OJN	Advanced	T-2
	Advanced	T-39
ATDS	Advanced	E-2C

Navy list of aircraft used in undergraduate pilot and NFO training.

T-2
TA-4J
T-34C
T-39
T-43
T-44
T-45
TH-57
JPATS

[10]If requirements for the T-45 are still being derived, give best estimate.

Appendix 1 b

Air Force pilot training syllabi with service components trained.

Syllabus of Training	
Flight Screening	USAF
	ANG
	AFRES
	USAFA
	FMS
UPT	USAF
	ANG
	AFRES
	FMS
SUPT	USAF
	ANG
	AFRES
	FMS
	NAVY
SUPT HELO	USAF
	ANG
	AFRES
ENJJPT	USAF
	ANG
	AFRES
	NATO
BANKED REQ T-38	USAF
BANKED REQ T-1	USAF
FIXED WING QUAL TNG	USAF
	ANG
	AFRES
ROTARY WING QUAL	USAF
	ANG
	AFRES
AVIATION LEADERSHIP PROGRAM T-37	FMS
UPT T-38 ADVANCED TNG PGM	FMS

INTRO TO FTR FUND (IFF) AT-38	USAF
	ANG
	AFRES
	NATO
	FMS
INTRO TO BOMBER FUND (IBF) (NO A/C, SIMS ONLY)	USAF
	AFRES
	ANG
T-43	USAF
	FMS
PILOT INSTR TNG (PIT) T-37	USAF
	FMS
PILOT INSTR TNG (PIT) T-38	USAF
	FMS
PILOT INSTR TNG (PIT) T-1	USAF
T-1 PIT TRANSITION	USAF
PILOT INSTR TNG (PIT) AT-38	USAF
	NATO
ENJJPT PIT T-37	USAF
	NATO
ENJJPT PIT T-38	USAF
	NATO
JET CURRENCY COURSE T-38	USAF
	ANG
	AFRES
MED OFFICER FLT FAM TNG T-37	USAF

Air Force navigator training syllabi with service components trained.

Syllabus of Training	
SUNT Core Sys Off Tng	USAF
	ANG
	FMS
SUNT Core Topoff Tng	USAF
	ANG
SUNT Core Nav Tng	USAF
	ANG
	AFRES
	FMS
SUNT Core EWO Tng	USAF
	ANG
	AFRES
	USMC
SUNT Core EWO + Topoff	USAF
	ANG
Interservice UNT	USN
	FMS
	NOAA
USMC UNT	USMC
EWO Tng CAF	USAF
Nav Instr Tng T-43	USAF
	USN
Intro to Ftr Fundamentals WSO AT-38	USAF
	ANG
	FMS
IFF Instr WSO Tng AT-38	USAF

Air Force pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
Screening	Accession	T-3A, T-41
UPT	Primary	T-37
	Advanced	T-38
SUPT	Primary	T-37
		JPATS
	Advanced BF	T-38
	Advanced AT	T-1A
	Advanced Helo	UH-1
ENJJPT	Primary	T-37
		JPATS
	Advanced	T-38
Banked Req	Graduate	T-38
Banked Req	Graduate	T-1A
Fixed Wing Qual	Grad Phase 2	T-37
	Phase 3 or	T-1
	Phase 3	T-38
Rotary Wing Qual	Graduate	UH-1
Aviation Ldrshp Pgm	Primary	T-37
Adv Tng Pgm	Advanced	T-38
IFF	Graduate	AT-38
IBF	Graduate	T-1A Sims Only
T-43 Pilot Tng	Graduate	T-43
PIT T-37	Graduate	T-37
PIT T-38	Graduate	T-38
PIT T-1A	Graduate	T-1A
T-1A Transition	Graduate	T-1A
IFF PIT	Graduate	AT-38
ENJJPT T -37 PIT	Graduate	T-37
ENJJPT T-38 PIT	Graduate	T-38
Jet Currency Course	Graduate	T-38
Med Off Flt Fam Tng	Graduate	T-37

Air Force navigator syllabi of training with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
SUNT SO Tng	Primary	T-43
	Advanced	T-38
SUNT Topoff Tng	Advanced	T-37
SUNT Nav Tng	Primary	T-43
	Advanced	T-43
SUNT EWO Tng	Primary	T-37/T-43
	Advanced	T-43
SUNT EWO Topoff	Advanced	T-37
Interservice UNT	Advanced	T-43
USMC UNT	Primary	T-43
EWO Tng CAF	Advanced	T-43
Nav Instr Tng	Graduate	T-43
IFF WSO	Graduate	AT-38
IFF WSO Instr Tng	Graduate	AT-38

Air Force list of aircraft used in undergraduate pilot and navigator training.

T-37
JPATS
T-38
T-1A
AT-38
T-43
UH-1

Appendix 1 c

Army pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
IERW	Primary	UH-1/TH-67
	Instruments	UH-1/TH-67
	Track	UH-1/OH-58
Graduate	AQC IPC MOI MTP	AH-64
	AQC IPC MOI MTP	CH-47D
	AQC SUP MOI MTP SUP (M)	OH-58D
	AQC IPC MOI MTP	AH-1
	AQC IPC MOI MTP	UH-60
	IPC MOI	OH-58A/C
	IPC NVG RWART RWIC RWQC RWIFEC MOI (CT) MOI (NVG)	UH-1
	FWMEQC FWIPC	U-21
	AQC FLT Refresher	C-12
Euro/NATO	Primary Instru ADINS ADCON C/S	UH-1
Spanish	RWQC TQO IERW NVG IPC	UH-1

Army pilot training syllabi with service components trained.

IERW	USA
	USAF
	USAF (RWQC)
	SPANISH
	EURO/NATO
	FMS
	OTHER
Graduate	USA
	SPANISH
	EURO/NATO
	FMS
	OTHER

6

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Pl

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

Subject: Request for clarification

Source of Tasking: HQ USAF/RTR in conjunction with the Joint Working Group for Undergraduate Pilot Training

1. FOR ALL BASES: (Capacity Questionnaire, Features and Capabilities: Housing and Messing)

Provide the number of BOQ/BEQ rooms that are adequate/permanent.

2. COLUMBUS AFB: (Military Value Questionnaire, Mission Requirements, Managed Training Areas; C.1)

Report its outlying airfield.

3. RANDOLPH AFB: (Military Value Questionnaire, Facilities, Air Space and Flight Training Areas; A.11)

The Joint Working Group has refined the distance criteria to 75nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76nm. Request Randolph AFB remeasure the distance to the range.

4. SHEPPARD AFB: (Military Value Questionnaire, Facilities, Airfield; B.1)

Sheppard AFB needs to report 3rd parallel runway which is funded, contracted and construction in progress.

Does Sheppard AFB have a physiology Trainer?

5. LAUGHLIN: (Military Value Questionnaire, Facilities, Airfield; B.2)

Verify condition of runways.

6. RANDOLPH AFB: (Military Value Questionnaire, Future Requirements, Encroachment; B.4)

Is the existing AICUZ study encoded in local zoning ordinances? Yes or No

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Capacity Questionnaire, Features and Capabilities: Housing and Messing - (question reference # A.1-dc)

SOURCE: Ms Judy Seymore, 12 CES/CEH, DSN 487-3334

METHOD: Professional knowledge & 12 CES/CEH Facility Data Worksheets, Copies received 11 Aug 94

QUESTION: "Provide the number of BOQ/BEQ rooms that are adequate/permanent."

CONCLUSION: BOQ = 200, (In construction, will be completed Spring 1995).
BEQ = 348

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

MAJCOM REVIEWER: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 Aug 94
signature

ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Facilities, Air Space, and Flight Training Areas: C1.

SOURCE: Section Aeronautical Chart - San Antonio Texas - 52nd Edition, December 9, 1993

METHOD: Chart Measurement

QUESTION: "The Joint working Group has redefined the distance to 75 nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76 nm. Request Randolph AFB re measure the distance to the range."

CONCLUSION: From the geographic center, Randolph AFB, to the northern most edge R-6312 = direct air miles equals 75 nautical miles.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

MAJCOM REVIEWER: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 AUG 94

signature

CARL L. CLAUS, CART, AETC/XOSA, 487-6162

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Future Requirements, Encroachment; B.4

SOURCE: Mr Scott Sheppard, 12 CES/CEV- DSN 487-4668

METHOD: Professional daily working knowledge

QUESTION: "Is the existing AICUZ study encoded in local zoning ordinances? yes or no."

CONCLUSION: Randolph AFB is bordered by three municipalities; Shertz TX, Universal City TX, and Converse, TX. Only the city of Shertz has encoded our AICUZ information into their local zoning ordinances.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

MAJCOM REVIEWER: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 AUG 94

signature

JACK SIEGEL, GM-13, AETC/CEAR, 487-6352

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

6

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

Jay D. Blume Jr.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

Clarification to Joint Capacity Analysis Data Call
30 Sep 94

1. (AETC) Capacity Analysis Data Call, Facilities, Paragraph D, Questions 1 & 2. Assuming each base had only one type of training aircraft (T-37, T-38, or T-1), project the maximum number of aircraft each base could park on their ramps for each aircraft type. Please use all available ramp space and a parking scheme consistent with current training guidelines and procedures.

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37			
T-38			
T-1			

2. (AETC/Sheppard AFB) Capacity Analysis, Facilities, Paragraph C, Question 1. Please complete the referenced table to show data for flight simulators/trainers.

Clarification to Joint Military Value Data Call
7 Oct 94

1. (AETC/Laughlin AFB) Military Value, Facilities, Para B, Questions 2. Current data shows Flight Simulator Buildings (CCN: 171-212) as substandard with 70,689 sq ft. Please confirm this facility is substandard. If there are any projects to upgrade this facility please forecast the status of this facility when the project is complete.

2. (AETC) Military Value, Facilities, Para A, Question 10. Please review the special use airspace **(Military Operating Areas (MOA), Alert Areas (AA), Warning Areas (WA), and Air Traffic Control Assigned Airspace (ATCAA) ONLY)** within 100nm of each installations. Please fill out the following chart.

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCKS	DISTANCE TO AREA

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; Local base layout plan dated 25 Oct 76
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37	627,433 SY	800	784
T-38	627,433 SY	700	896
T-1	627,433 SY	1,500	418

NOTES:

1. Total apron space is 627,433 SY. Total usable parking area under current operations is 357,000 SY.

a. 138,740 SY of apron space is unusable under current operations for parking under current operations due to the following:

1. West Ramp: Enter/exit ramp area to 11 aircraft type hangars, ramp area north of hangar 75 (ramp aircraft tow area), aircraft tow ramp area north, west and south of hangar 61 (aircraft bead blast paint removal).
2. South Ramp: T-43 aircraft hangar on east end of south ramp, enter/exit ramp area.
3. East Ramp: Enter/exit ramp area to 8 aircraft type hangars. T-38 wash rack constructed on ramp between hangars 4 and 5. T-38 dual trim pad on north end of east ramp.

b. Industrial aircraft modification center uses 105,116 SY of apron space (west end of south ramp).

c. Area reserved for transient and VIP aircraft parking in front of base ops is 26,577 SY.

d. Total usable parking area under current operations =
627,433 - 138,740 - 105,116 - 26,577 = 357,000 SY

Attch 1

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 6 Oct 94

Signature

Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428

Typed Name, Rank, Office Symbol, DSN Number

ATTCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: The following corrections are made to the base answers:

RND 1A: area should be 1407 sq nm
RND 1B: area should be 540 sq nm
Laughlin 2: area should be 469 sq nm, ATCAA of same area goes from FL180 to FL220.
Laughlin 3: area should be 1975 sq nm, ATCAA of same area goes from FL180 to FL 220.
Crystal: ATCAA of same area goes from FL 180 to FL450

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (A.10).

SOURCE: FLIP IFR Enroute Low Altitude Charts, 28 Apr 94, FLIP AP/1A, Special Use Airspace, 11 Nov 93, San Antonio Sectional Aeronautical Chart, 27 May 93, 12 FTW/HOUSTON ARTCC/SAN ANTONIO TRACON LOA, 3 Jun 89.

METHOD: Extract data from above sources.

CONCLUSION:

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (nm)
RND 1A	MOA & ATCAA	1839	9000 MSL - FL 220	50
RND 1B	MOA & ATCAA	644	7000 MSL - FL 220	30
RND 1C	MOA & ATCAA	123	7000 - 12000 MSL	40
RND 2A	MOA & ATCAA	1462	9000 MSL - FL 290	45
RND 2B	MOA & ATCAA	330	14000 MSL - FL 220	30
LAUGHLIN 2	MOA	500	9000 MSL - FL 180	75
LAUGHLIN 3	MOA	2108	7000 MSL - FL 180	85
CHASE 1	MOA & ATCAA	1591	11000 MSL - FL 230	52
CHASE 2	MOA	192	9000 MSL - FL 180	74
CHASE 3	MOA	1591	8000 MSL - FL 180	62
CRYSTAL	MOA	1248	6000 MSL - FL 180	82
A-635	AA	119	1500 - 4000 MSL	0
A-638	AA	112	SFC - 3000 MSL	19

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (nm)
A-632D	AA	1800	6000 - 11000 MSL	52
BRADY	MOA	920	500 AGL - FL 180	90
FRED 1	ATCAA	892	FL 260 - 450	47
FRED 2	ATCAA	696	FL 260 - 450	11
FRED 3	ATCAA	773	FL 260 - 350	11

NOTE: ATCAA's are not commonly charted. ATCAA's presented here are used by 12 FTW.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Paul J Skowronek Date 7 Oct 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

4 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the 23 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan.

The complete Military Value and Capacity Analysis Data Calls for Hondo Field and Falcon Field will be sent to HQ USAF/RT shortly. Following receipt and certification of the data calls at the Air Staff level, I will forward them to you. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 23 Sep 94
2. AETC Response to 23 Sep 94 Questions

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
RANDOLPH AFB, TX

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2).

SOURCE See installation worksheet

METHOD: See installation worksheet

CONCLUSION:

This MAJCOM worksheet provides concurrence and validation of the attached Installation Worksheet for Randolph AFB, with the following condition.

"Concerning the condition of the Taxiway and Apron pavements at Randolph Main Base -- These pavements are currently adequate for the pilot training mission. Visible deterioration is not currently present in these pavements. However, much of this pavement has approached its service life, and will require repair in the future.

MAJCOM Reviewer: I certify the above information and the information on the installation worksheet is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 5 OCT 94
Signature
ROBERT FRANK GM13 HQ AETC/CEOE 488-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to verbal tasking of 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxiliary airfields. This clarification references Facilities question number (B.2)

SOURCE Randolph AFB Real Property Records as of 28 Feb 94
In-house survey
AFCESA Airfield Pavement Evaluation Report - April 1993 Appendix E
Randolph AFB Pavement Maintenance Plan Feb 93

METHOD: Mr Scott Pillet 12 CES/CECC-1 used the sources listed above to determine the answer.

CONCLUSION:

MAIN BASE: Randolph AFB

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi Permanent	Inadquate/ Temporary
111	Airfield Pavement Runways (Do not include shoulders or overruns)	SY	371,112	94%	6%	0%
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	272,488	86%	14%	0%
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	627,433	85%	15%	0%

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to verbal tasking of 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxiliary airfields. This clarification references Facilities question number (B.2) (Continuation Sheet)

AUXILIARY AIRFIELD: Seguin Auxiliary Airfield

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi Permanent	Inadquate/ Temporary
111	Airfield Pavement Runways (Do not include shoulders or overruns)	SY	139,334	100%	0%	0%
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	40,094	0%	100%	0%
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	6,179	0%	10%	90%

To ensure facility conditions are appplied consistently across the command, the following guidance is offered. For airfield pavements, these definitions should be applied to each section of pavement being evaluated. A single runway, for example, could have different areas that fall into each of the following categories.

a. Adequate/Permanent means the pavement is structurally and functionally adequate to serve its current purpose without major investment. A requirement for recurring maintenance type items, such as joint sealing and spall repairs, should not be considered major investment.

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to verbal tasking of 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxiliary airfields. This clarification references Facilities question number (B.2) (Continuation Sheet)

b. Substandard/Semi-permanent means the section of pavement requires significant work to retain its functionality, but is still useable in the meantime.

c. Inadequate/Temporary means the section of pavement cannot be used for aircraft operations in its present comdition, and requires major work or complete replacement to make it useable

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 5 OCT 94
Signature
SCOTT W. PILLET, GS-11, 12 CES/CECC-1, 487-5662
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date _____
Signature

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
RANDOLPH AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE See installation worksheet.

METHOD: See installation worksheet

The installation worksheet contains consolidated data for Randolph Main Base and Seguin Auxilliary Airfield.

This MAJCOM worksheet provides concurrence and validation of the attached Installation Worksheet for Randolph AFB, with the following condition.

"Concerning the condition of the Taxiway and Apron pavements at Randolph Main Base -- These pavements are currently adequate for the pilot training mission. Visible deterioration is not currently present in these pavements. However, much of this pavement has approached its service life, and will require repair in the future.

MAJCOM Reviewer: I certify the above information and the information on the installation worksheet is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 6 OCT 94
Signature
ROBERT FRANK GNO-13, HQ AETC/CEOE, 487 2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
RANDOLPH AFB TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE Real Property Records (for Current Quantity) A, D, and E Records; MILCON and O&M project listings; In-house survey; Engineering Criteria

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects. Work sheets should document construction projects for new or replacement (hand added) systems.

CONCLUSION:

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	1,065,446	66%	27%	7%
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	349,038	36%	46%	18%
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	947,612	23%	71%	6%
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	83,860	82%	18%	0%

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Randolph AFB Tx
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

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 822-248and822-268)	LF	6,040	80%	16%	4%
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	202,047	60 %	40%	0.0%
842	Water - Distr Sys-Potable (Do not include842-246, and 842-249)	LF	318,795	35%	65%	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	8,038	85%	15%	0
851	Roads (Do not include 851-142 and 851-143	SY	661,760	75%	20%	5%
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	448,429	45 %	44%	11

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Randolph AFB TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

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is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 27 Sep 94
Signature
RALPH J. ROSALES GM13 12CES/CEC 487 5573
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 27 Sep 94
Signature
ROBERT FRANK, GM-13, HQ AETC/CEOB, 487-2574
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
RANDOLPH AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: See installation worksheet.

METHOD: See installation worksheet.

CONCLUSION:

The attached installation worksheet resulted from a recent detailed engineering evaluation of the condition of selected facilities by Randolph AFB personnel. The condition of the facilities as reflected in this worksheet are the result of this engineering evaluation, and are not yet reflected in the real property records and cannot be verified. Also, the real property database used to extract data for this latest worksheet is not yet available at the HQ, so exact quantities cannot be verified. However, the total quantities listed for each category of facility reflect only minor changes from the total quantities shown in the 28 Feb 94 database.

MAJCOM Reviewer: I certify the above information and the information on the installation worksheet is accurate and complete to the best of my knowledge and belief as modified by the above statement.

Signature _____ Date 06 OCT 1994

SUSIE LEATHERWOOD,GM-13,AETC/CEPE,DSN487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94, Question 2. This clarification references Facilities Question number (B.3).

SOURCE: Randolph AFB Real Property Records as of 5 Oct 94. Interviews with 12 CES Area Maintenance Unit Foreman, Maintenance Engineering and Base Development personnel

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi Permanent	Inadquate/ Temporary
131	Communications	SF	30,003	0	7,218
133	N/A to AETC Bases	SF	0	0	0
141(Less 141-753)	Operations Buildings	SF	21,685	9,909	0
211	Maintenance - Aircraft	SF	431,167	0	0
217	Maint - Electronics and Communications Equipment	SF	11,366	0	0
218	Maint Shjps	SF	27,289	288	0
219	Maint - Installation Repair and Operations	SF	62,066	9,255	773
610	Administrative Buildings	SF	1,280,070	42,711	1,297

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date 5 OCT 94
Signature
JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature
SUSAN L. HUGGINS, GS-12, HQ AETC/CEPE, 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94, Question 3. This clarification references Facilities Question number (C.1).

SOURCE: Randolph AFB Real Property Records as of 27 Sep 94, MILCON & O&M Project listings.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi Permanent	Inadquate/ Temporary
141-753	Squadron Operations Facility	SF	3,675	0	0
171-152	Lecture Hall	SF	0	0	0
171-211	Flying Training Buildings	SF	135,526	25,390	1,786
171-212	Flight Simulator Bldgs	SF	66,423	0	0
171-213	Flying Training Bldgs (UPT/UNT)	SF	0	0	0
171-214	Physiological Training Bldg	SF	10,700	0	0
740-873	Theater	SF	11,099	0	0

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 9-27-94

Signature

JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94

Signature

SUSAN L. HUGGINS, GS-12, HQ AETC/CEPE, 487-2994

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to Military Value Analysis, Manpower Implications, Par A, Question 1.b, Data Call, 23 Sep 94

SOURCE: DD Form 2085, 30 Sep 93 and AETC Form 515, 30 Sep 93, and Randolph AFB Real Property Records as of 27 Sep 94. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQ	200		200
VOQ	358		358
BEQ	348		348
VAQ	173		173

Numbers include a 200 PN UOQ currently under constrction.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 SEP 94

Signature

JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94

Signature

T. SHOOK, GM-13, AETC/SVXM, 487-5110

Typed Name, Rank, Office Symbol, DSN Number

Date 28 Sep 94

Signature

A. ENNIS GS-12, AETC/CEPH, 487-3133

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS -DATA CALL
INSTALLATION WORKSHEET
RANDOLPH AFB TX

CLOSE HOLD - RETAIN UNTIL 2005

PURPOSE: Answer Military Value, Facilities, Para E , Question 7
('Does the main airfield have the capability to load training munitions on training aircraft? YES/NO)

SOURCE: Lt Col Mannecke, 12 FTW/CX, DSN 487-5138

METHOD: Professional/Daily Working Knowledge

CONCLUSION: YES

PREPARER I certify the above information is accurate and complete to the best of my knowledge and ability.

Date 28 Sep 94
WILLIAM A. MANNECKE, Lt Col, USAF, 12 FTW/CX, DSN 487-5138

MAJCOM Reviewer. I certify the above information is accurate and compete to the best of my knowledge and belief.

487-3428 Date 28 SEP 94
Typed name, rank, office symbol, DSN number
THAD L. BRANNON, JR., GM-14
HQ AETC/LGXP, DSN 487-3428

MILITARY VALUE ANALYSIS -DATA CALL
INSTALLATION WORKSHEET
RANDOLPH AFB TX

CLOSE HOLD - RETAIN UNTIL 2005

PURPOSE: Answer Military Value, Facilities, Para E., Question 7.
("Does the main airfield have the capability to load training munitions on training aircraft? YES/NO)

SOURCE: Lt Col Mannecke, 12 FTW/CX, DSN 487-5138

METHOD: Professional/Daily Working Knowledge

CONCLUSION: YES

PREPARER: I certify the above information is accurate and complete to the best of my knowledge and ability.

Date 28 Sep 94
WILLIAM A. MANNECKE, Lt Col, USAF, 12 FTW/CX, DSN 487-5138

MAJCOM Reviewer: I certify the above information is accurate and compete to the best of my knowledge and belief.

487-3428 Date 28 SEP 94
Typed name, rank, office symbol, DSN number
THAD L. BRANNON, JR., GM-14
HQ AETC/LGXP, DSN 487-3428

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to Military Value Analysis, Manpower Implications, Par A, Question 1.b, Data Call, 23 Sep 94

SOURCE: DD Form 2085, 30 Sep 93 and AETC Form 515, 30 Sep 93, and Randolph AFB Real Property Records as of 27 Sep 94. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQ	200		200
VOQ	358		358
BEQ	348		348
VAQ	173		173

Numbers include a 200 PN UOQ currently under constrction.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 SEPT 94
Signature
JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28-Sep 94
Signature
T. SHOOK, GM-13, AETC/SVXM, 487-5110
Typed Name, Rank, Office Symbol, DSN Number

Date 28 Sep 94
Signature
A. ENNIS GS-12, AETC/CEPH, 487-3133
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
RANDOLPH AFB TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE Real Property Records (for Current Quantity) A, D, and E Records; MILCON and O&M project listings; In-house survey; Engineering Criteria

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects. Work sheets should document construction projects for new or replacement (hand added) systems.

CONCLUSION:

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	1,065,446	66%	27%	7%
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	349,038	36%	46%	18%
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	947,612	23%	71%	6%
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	83,860	82%	18%	0%

9/26/94 DC9-23.DOC

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Randolph AFB Tx
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B 2). (Continuation Sheet)

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 822-248and822-268)	LF	6,040	80%	16%	4%
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	202,047	60%	40%	0.0%
842	Water - Distr Sys-Potable (Do not include842-246, and 842-249)	LF	318,795	35%	65%	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	8,098	85%	15%	0
851	Roads (Do not\ include 851-142 and 851-143	SY	661,760	75%	20%	5%
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	448,429	45%	44%	11

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Randolph AFB Tx
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

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is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature _____ Date 27 Sep 94

RALPH J. ROSALES GM13 12CES/CEC 487 9573
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 27 Sep 94
Signature

ROBERT FRANK, GM-13, HQ AETC/CEOB, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

RANDOLPH AFB TX CHANGES

1. Ref. 832 Sanitary sewer lines should be 50% adequate and 50% substandard. This upgrade is due to completion of projects (911013A, 911013B, 911013C, 941039B4, 941039C4, 92 1039C4 and 931039B) which have replaced deteriorated lines.

2. Ref 851 Roads should be 75% adequate and 25% substandard because of projects (92-0028B2, 921050A/B, 920028A2/T/Y/N/B3 and 930029A4/A5/C8) accomplishment which have rebuilt and repaired the streets.

3. Ref 812 Electrical distribution should be rated 82% adequate and 18% substandard. This is based on completion of MILCON (933004) project to replace the entire 4.16KV system with 12.47 KV system and will reconductor other areas to provide increased feeder capacity.

5972P/CEPR

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94, Question 2. This clarification references Facilities Question number (B.3).

SOURCE: Randolph AFB Real Property Records as of 27 Sep 94, MILCON & O&M Project listings.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi Permanent	Inadquate/ Temporary
131	Communications	SF	30,003	0	7,218
133	N/A to AETC Bases	SF	0	0	0
141(Less 141-753)	Operations Buildings	SF	21,685	9,909	0
211	Maintenance - Aircraft	SF	227,130	216,752	0
217	Maint - Electronics and Communications Equipment	SF	11,366	0	0
218	Maint Shjps	SF	27,289	288	0
219	Maint - Installation Repair and Operations	SF	62,066	9,255	773
610	Administrative Buildings	SF	473,271	854,792	1,297

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 9-27-94

Signature

JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94

Signature

SUSAN L. HUGGINS, GS-12, HQ AETC/CEPE, 487-2994

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

PURPOSE: To document the answer to Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94, Question 3. This clarification references Facilities Question number (C.1).

SOURCE: Randolph AFB Real Property Records as of 27 Sep 94, MILCON & O&M Project listings.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi Permanent	Inadquate/ Temporary
141-753	Squadron Operations Facility	SF	3,675	0	0
171-152	Lecture Hall	SF	0	0	0
171-211	Flying Training Buildings	SF	135,526	25,390	1,786
171-212	Flight Simulator Bldgs	SF	66,423	0	0
171-213	Flying Training Bldgs (UPT/UNT)	SF	0	0	0
171-214	Physiological Training Bldg	SF	10,700	0	0
740-873	Theater	SF	11,099	0	0

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 9-27-94

Signature

JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94

Signature

SUSAN L. HUGGINS, GS-12, HQ AETC/CEPE, 487-2994

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

Type of Training	Total Projected Requirement (Active Duty USAF Requirement)	
Primary Pilot	1144	(952)
Advanced Airlift/Tanker Pilot	752	(656)
Advanced Bomber/Fighter Pilot	336	(246)
ALP	15	international only
ATP	33	international only
ENJJPT Primary	250	(98)
ENJJPT Advanced	250	(98)
Core Navigator	361	(300)
Panel Navigator	222	(170)
Interservice UNT	144	non-USAF only

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: N-V8N-C, Specialized Undergraduate Navigator Training-Core, Jul 94; N-V6A-B, Specialized Undergraduate Navigator Training-NAV, Dec 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUNT numbers are provided since Randolph does not conduct undergraduate pilot training.

Syllabus	Type of Facility	# of Hours
Navigator Core	Classrooms	307
	Simulators	37.6
Panel Navigator	Classrooms	304
	Simulators	80

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETC Reg 60-5, Airspace Management and Runway Supervisory Unit Operations, 1 July 93.

METHOD: Extract data from above source.

CONCLUSION: The minimum airspace requirements for T-37, T-38 and T-1 areas are:

T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet

Instrument Area - 200 square miles x 1,500 feet

Formation Area - 200 square miles x 3,000 feet

T-38: Contact Area - 200 square miles x 12,000 feet

Instrument Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Formation Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Paul J Skowronek Date 29 Aug 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl R. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	0	1=365	0			0	0
BEQ's	366	1	365			365	0

Explanation of diverted spaces:
1 Store Room

100%

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Judy Seymore Date 30 Aug 94
Signature
JUDY SEYMORE, 12 CES/CEH 652-6031
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

Columbus

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	72	0	72	0	0	72	0

Laughlin

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	24	0	24	0	0	24	0

Randolph

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	358	X	357	0	0	357	120

% = 100.%

+1 = 358

358

Reese

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	38	0	38	0	0	38	0

Sheppard

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	389	5	384	0	0	384	384

Vance

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	36	20*	56	0	0	56	0

* 20 spaces are being converted from BOQ to VOQ

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Facilities question number (C.1-dc)

SOURCE: Real Property Records (28 Feb 94), Jeff Blevin, 12 CES/CER DSN 487-3172, Chief Simulator Operations; Capt Ray Carlson, 12 OSS/DOTT, 487-2336.

METHOD: Extracted data from above sources.

CONCLUSION: Design Capacity = (number of classrooms) X (the capacity measured in students per room).

Capacity = (Design Capacity) X (available hours per day) X (available days per year). Hours per day = 11. Days per year = 300.

Cat Code: 171212

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Flight Simulator	6	24	79,200

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

Raymond Carlson, Captain, 12 OSS/DOTT, 487-2336

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: Two of the bases MOAs, the Randolph 1B and 2A, do not show ATCAA altitudes included in the dimensions (altitude block). The correct altitude blocks including ATCAA are:

Randolph 1B - 15,000'
Randolph 2A - 15,000'

MOAs not owned by the base do not include ATCAA. ATCAA is only established in a Letter of Agreement between the base using the airspace and the controlling ARTCC. ATCAA is not charted or listed in any FLIP publication.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

PURPOSE: To document the answer to Mission Requirements question number (E.2)

SOURCE: 19 AF Msg 261300Z May 94 and Draft AETCR 55-1
Wing Reg 55-1 Vol 6

METHOD: Extract data from above source.

CONCLUSION: MAJCOM forwarded incorrect data. The following answer is correct:

AIRCRAFT TYPE: T-1

FACTOR	VALUE
Min Runway Length for Touch and Go (T/G) (ft)	7,000

AIRCRAFT TYPE: T-43

FACTOR	VALUE
Min Runway Length for Touch and Go (T/G) (ft)	8,000

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

David E. Cantor Date 11 Aug 94
Signature
David E. Cantor, Capt, HQ AETC/XOPU, 487-3390
Typed Name, Rank, Office Symbol, DSN Number

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Facilities, Air Space, and Flight Training Areas: C1.

SOURCE: Section Aeronautical Chart - San Antonio Texas - 52nd Edition, December 9, 1993

METHOD: Chart Measurement

QUESTION: "The Joint working Group has redefined the distance to 75 nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76 nm. Request Randolph AFB re measure the distance to the range."

CONCLUSION: From the geographic center, Randolph AFB, to the northern most edge R-6312 = direct air miles equals 75 nautical miles.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

MAJCOM REVIEWER: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 AUG 94

signature

CARL L. CLAUS, CART, AETC/XOSA, 487-6162

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Future Requirements, Encroachment; B.4

SOURCE: Mr Scott Sheppard, 12 CES/CEV- DSN 487-4668

METHOD: Professional daily working knowledge

QUESTION: "Is the existing AICUZ study encoded in local zoning ordinances? yes or no."

CONCLUSION: Randolph AFB is bordered by three municipalities; Shertz TX, Universal City TX, and Converse, TX. Only the city of Shertz has encoded our AICUZ information into their local zoning ordinances.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

MAJCOM REVIEWER: I certify the above information is accurate and complete to the best of my knowledge and belief.

signature Date 11 AUG 94

JACK SIEGEL, GM-13, AETC/CEAR, 487-6352

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

MEMORANDUM FOR AF/XOOR 16 Aug 94

FROM: AF/XOOT

SUBJECT: Response to Joint Cross-Service Group Data Call

Reference: AETC/XO Memo/Fax, 16 Aug 94, Same Subject

This memorandum is to certify the installation worksheets for capacity and military value analysis (Atch 1) which were faxed by AETC/XO to AF/XOOR on 15 Aug 94. Except for one number, the data is accurate and complete to the best of our knowledge and belief. The number which should be corrected is on the capacity analysis worksheet for Vance AFB, OK and concerns the answer to Features and Capabilities question (A.1-dc). Per telephone conference with Maj Tim Ayres, AETC/XOPU, to correct an addition error, the number of 361 should be corrected to 363.

The AF/XOOT POC, Maj Randy Eckley, is available at 5-0902 to answer questions concerning this particular review.

Leonard L. Jarman

LEONARD L. JARMAN, Lt Col, USAF
Acting Chief, Training Division
Directorate of Operations, DCS P&O
X5-0651

Attachments:
1. AETC/XO Install Wrksht Fax, 15 Aug 94

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

RANDOLPH AFB TX

~~6 JUNE 1994~~
25 Jul 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

**********If any responses are classified, attach separate classified annex.**********

CLOSE HOLD

UNCLASSIFIED

HQ AETC/XOPU
1 F STREET, SUITE 2
RANDOLPH AIR FORCE BASE, TEXAS 78150-4325

FAX TRANSMITTAL SHEET

TO: Lt Col Bruggemeyer PAGE 1 OF 20

ORGANIZATION/OFFICE: AF/RCR

OFFICE PHONE: 225-4666 FAX PHONE: 223-9707

COMMENTS:

Sir,

Here is our data call. Some of the bases provided extraneous data for question A.1-dc. In those cases, the functional area expert generated a worksheet with the bottom line and that's all I'll fax. If you need all the worksheets, please let me know. The worksheet for Randolph Mil Val Facilities C.1 answers #3 on your tasking. The worksheet for Sheppard Mil Val Facilities C.1 answers the second part of #4 on your tasking. For #5, Laughlin validated the original numbers but added an explanation labelled Change 3 under the conclusion. If you need anything else or if this is not sufficient, please let me know.

Maj Ayres

FROM: MAJOR TIM AYRES

OFFICE PHONE: (DSN) 487-3390/2147 COMMERCIAL (210) 652-3390/2147

FAX PHONE: (DSN) 487-4133/6025 COMMERCIAL (210) 652-4133/6025

UNCLASSIFIED

Table of Contents

Mission Requirements 4
- A. Training Other Than Undergraduate Pilot and NFO/Navigator Training 4
- B. Operational Squadron Support 4
- C. Managed Training Areas 5
- D. General Military Support 6
- E. Other Support 8
- F. Weather 8

Facilities 10
- A. Air Space and Flight Training Areas 10
- B. Airfields 41
- C. Ground Training Facilities 45
- D. Aircraft Maintenance Facilities 47
- E. Special Military Facilities 47
- F. Facility Support Arrangements for Other Services 49
- G. Proximity to Operational Mission Areas 52
- H. Proximity to Training Areas 53
- I. Proximity to Other Support Facilities 53
- J. Unique features 54

Future Requirements 55
- A. Air Quality 55
- B. Encroachment 56
- C. Ability for Expansion 61

Manpower Implications 66
- A. Quality of Life 66

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function
N/A	No ground combat units train at this installation.

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

Operational Unit/TDA	Training Function
N/A	None at this installation

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

Forces	Location/ Distance	Type of Support	Frequency
N/A		None at this installation	

B. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

Squadron Name	Aircraft Type(s)	Mission
		To be answered by Air Staff

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

Service/Agency/ Custodian	Aircraft Type(s)	Mission
		To be answered by Air Staff

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
FY	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	N/A		N/A					
1992	N/A		N/A					
1993	3	5	N/A					
1994[1]	5	5	N/A					

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

ANSWER: None - 12 OG trains augmentees only. No deployable units.

Type of Unit	Number of Units	Mission	Equipment Items
N/A	-	-	-

C. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

[1]Include FY 1994 data through 31 March 1994.

Managed Training Assets	Management Role
Randolph AFB does not own any ranges.	N/A
Seguin Auxilary Airfield	Schedule/Control 8 3 5 L
RND 1A, 1B, 1C, 2A, 2B, MOAS	Schedule/Control
VR 1152	Schedule Activity
SR 286, 290, 292, 293.	ScheduleActivity

2. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

Asset	Installation	Reason for Consideration
Sequin Aux	None	Sole use by 12 FTW
VR 1152	Kelly AFB	Nearest AFB with figther/attcak/trainer aircraft
SR 286, 290, 292, 293	Dyess AFB Laughlin AFB	Nearest AFB with possible users
RND 1A, 1B, 1C, 2A, 2B	Kelly AFB	Nearest AFB with possible users

D. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

ANSWER: No.

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
None		

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

Equipment/Facility	Function
None	

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

ANSWER: YES. CARDA - Information is Classified. Aircraft Dispersal Plan for weather and attack.

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

ANSWER: No.

4. Describe the role this installation plays in any logistics support and mobilization plan.

ANSWER: Randolph AFB provides vast amounts of logistic support to this base and the surrounding military installations, (see questions Facilities F.1 and F.2). Randolph has a present mobility tasking of 369 personnel and 93 teams, (directly tasked under SECRET OPLANS). We also have 53.5 tons of cargo which deploys with said personnel (weapons, munitions, baggage).

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

ANSWER: None.

6. Are any new military missions planned for this installation?

ANSWER: No.

E. Other Support

1. Does the installation have a role in a disaster assistance plan, search and rescue, or local evacuation plan? If so, describe.

ANSWER: Assistance will be offered if the situation is beyound the local civilain organizational structures capabilities.

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

ANSWER: Yes. Direct weather forcasting and observations support for the 12 FTW mission. Weather warning support for Hondo Airfield (3 FTS) and Canyon Lake. 19 AF briefings on weather affecting its bases.

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

ANSWER: No.

F. Weather

1. What percentage of the time (on average, by month) does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: Randolph AFB

Month	% of Hours[2] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	78	22	10	23.6
Feb.	77	23	8	22.2
Mar.	83	17	6	13.5
Apr.	84	16	6	13.5
May	86	14	3	15.8
June	90	10	2	13.5
July	94	6	3	11.1
Aug.	95	5	1	6.6
Sept.	91	9	2	10.5
Oct.	87	13	3	13.0
Nov.	82	18	7	13.7
Dec.	78	22	9	22.5

14.95%

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

ANSWER: Historical weather attrition factor. Model does not include information for T-43, T-41, or T-3. Randolph weather attrition is assumed to be 70% of the worst AETC UPT/SUPT base.

T-37	T-38	T-1	T-43	T-41	T-3
19%	20%	20%	Unknown	Unknown	Unknown

76 TTF

HE: 19.6

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of year?

ANSWER: No.

[2]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

A. Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

ANSWER: Yes. Houston Center reserves the right to reroute commercial traffic through RND 1A, 1B, 1C, 2A, 2B MOA's due to poor weather. The Zuehl aerobatic box required adjustments to the VFR pattern. Did not affect quality of training.

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

ANSWER: No.

a. If scheduling problems are encountered, list all reasons.

ANSWER: N/A.

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

ANSWER: No.

a. If yes, state all reasons.

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)

ANSWER: Yes.

a. If yes, list all changes.

ANSWER: Expansion of SUNT training will increase SR route usage, possibly requiring more low-level routes

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

ANSWER: RND 1A, 1B, 1C, 2A, 2B MOAs.
VR 1152.
SR 286, 290, 292, 293.

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.

ANSWER: N/A.

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

ANSWER: Yes.

- What is the status of each environmental analysis and supplement?

ANSWER: Complete.

- Were there any problems associated with the analysis?

ANSWER: No.

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

ANSWER: Yes. Yes.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)

ANSWER: No.

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.

ANSWER: None.

- Do any of these NSAs affect or threaten the quality of training or mission?

ANSWER: N/A.

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)

ANSWER: Yes.

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

ANSWER: Zuehl Aerobatic Box.

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace

proposals)

ANSWER: Yes. Expansion of RND 1B MOA to include 14,000' MSL to FL 220.

- Explain proposal and give status (to include community reactions)

ANSWER: None needed.

- What was the primary rationale supporting expansion?

ANSWER: Airspace is currently unused -- formerly owned by NAS CHASE -- and is unusable by any other agency (DOD or non-DOD), because of surrounding SUA.

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

ANSWER: All MOAs are subsonic.

f. What is the published availability of each airspace?

ANSWER: RND 1A, 1B, 1C, 2A, 2B, VR 1152, and SRs all have the same published availability: sunrise to sunset, Monday - Friday.

- How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

ANSWER:	RND 1A: 2981 hrs	VR 1152: 308 hrs
	RND 1B: 2986 hrs	SR 286: 119.6 hrs
	RND 1C: 2986 hrs	SR 290: 25.6 hrs
	RND 2A: 2995 hrs	SR 292: 18 hrs
	RND 2B: 2981 hrs	SR 293: 22.4 hrs

- How many hours were actually used (average per year for 1990 thru 1993, total of all users)?

ANSWER:	RND 1A: 2324 hrs	VR 1152: 308 hrs
	RND 1B: 2938 hrs	SR 286: 119.6 hrs
	RND 1C: 42 hrs	SR 290: 25.6 hrs
	RND 2A: 1898 hrs	SR 292: 18 hrs
	RND 2B: 487 hrs	SR 293: 22.4 hrs

- State reasons for difference between scheduled and actually used. In this case "scheduled hours" is defined as available hours throughout the week. These hours translate to approximately 12 hours a day, 5 days a week.

ANSWER: Weather losses was the cause for the difference between scheduled and actual use of the

airspace.

g. Is it possible to increase utilization of the airspace? (Yes or No)

ANSWER: No.

h. Can it be expanded in volume and/or hours of use? (Yes or No)

ANSWER: No.

i. Describe the volume or area of the airspace.

ANSWER: RND 1A: 1839 square miles.
RND 1B: 644 square miles.
RND 1C: 123 square miles.
RND 2A: 1462 square miles.
RND 2B: 330 square miles.
VR 1152 - 6 NM wide x 180 NM long, 500 AGL to 2500/4000 MSL .
SRs - 4 to 10 NM wide x 95 NM long, 500 AGL to 4000 MSL.

j. What percentage of the airspace is usable?

ANSWER: 100%.

8. Potential For Growth in Training Airspace (Area)
a. Is expansion possible? (Yes or No)

ANSWER: Yes.

- If yes, give an estimate of the percentage of increase and rationale for your estimate.

ANSWER: 2%: We would gain one T-37 "high area" which will have a small, but measurable impact on airspace usage.

b. Will current access remain the same (status quo)? (Yes or No)

ANSWER: Yes.

c. Are reductions expected? (Yes or No)

ANSWER: No.

- If yes, give an estimate of the percentage of decrease and rationale for your estimate.

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)

ANSWER: No.

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)

ANSWER: No.

- If not, what degradation is experienced? Explain/identify

ANSWER: N/A.

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.

ANSWER: No.

b. Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the installation.

Kerrville	San Marcos	Zuehl	Connally
Comfort	Brooks Place	Saints	Arrows Ranch
Rust	Prison Canyon	Idle	Midlake
Wallace Ranch	San Antonio Int'l	Alison Air	Rio Medina
B J McCombs	Twin Oaks	Lockhart	Arrow S Ranch
Hunt Ranch	San Geronimo	Fentress	Ray Farm
Johnson City	Tarry Bank	Carter Mem	Ten Oaks
Keller Ranch	Lobo Mtn	Gottwald	Pleasanton
Tatum Ranch	Flying L Ranch	Geronimo Field	Dauwe Farm
Cedar Hill Farms	Medina River	Randolph AFB Aux	Longs Farm
Double U	Taylor's	Lackhorn	Triple R
Charlie Thomas Ranch	Boerne Stage	Fleming	Horizon
Byram Ranch	Freedom Springs	Beicker	Stinson
Keyes Ranch	Purple Sage	Gonzales	Martindale AAF
Alexander	Bains	Elm Creek	Ranch Aero
Bleakley Ranch	Grier	Joye	Cannon
Halm Ranch	Grosser	Bailey	Devine
Garnett Ranch	Bulverde	McCreless Farm	Smith
Woodcreek Resort	Camp Bullis	Cleveland	Standard
Winn Ranch	Flying J	Haverlah East Farm	Kelly AFB
Canyon Lake	Kitty Hawk	Gillingham	T-Ranch
Rutherford Ranch	Kardys	Karnes Co	Castroville
Wyatt	H M Ranch	Burris	Hondo
Bergstrom ARS	Garys	Wall	
Jim Roach	New Braunfels	Boening	

RANDOLPH

NAME	DIMENSIONS		AREA	ALT	CUBIC NM	DISTANCE	CNM X DIST	BASE ALT
RND1A			1407	13000	3008	50	150419	
RND1B			540	15000	1332	30	39967	
RND1C			123	5000	101	40	4046	
RND2A			1462	20000	4809	45	216414	
RND2B			330	8000	434	30	13026	
LAU2			469	13000	1003	75	75210	
LAU3			1975	15000	4873	85	414165	
BRADY	46	20	920	16000	2421	90	217895	
CHASE1			2025	24000	7993	52	415658	
CHASE2			912	26000	3900	74	288600	
CHASE3			3016	27000	13393	62	830392	
CRYSTAL	39	32	1248	39000	8005	82	656432	
FRED 1			892	19000	2788	47	131013	
FRED 2			696	19000	2175	11	23925	
FRED 3			773	9000	1144	11	12587	
PECOS			7980	19000	24938	75	1870313	
A635	17	7	119	2500	49	1	49	
A638	14	8	112	2500	46	19	875	
A632C			500	18000	1480	87	128783	
A632D	45	40	1929	5000	1586	52	82490	
A632E	43	37	912	5000	750	72	54000	

ALERT x .8:	3129				
ALERT TOT:	3912	ALERT:	266197	ALERT DIST:	68.1
WA TOTAL:	0	WA:	0	WA DIST:	ERR
MOA TOTAL:	82318	MOA :	5360061	MOA DIST:	65.1
RES TOTAL:	0	RES:	0	RES DIST:	ERR
TOTAL:	86230	TOTAL:	5626258	ALL DIST:	65.2

	AL/WA/MOA	86230	5626258	MARITIME & AIRLIFT	65.2
	AL/MOA	86230	5626258	PRIMARY DIST	65.2
STRIKE & B/F	WA/MOA/RES:	82318	5360061	STRIKE & B/F DIST	65.1
E2/C2 & AIRLIFT & WS	AL.8/WA/MOA	85447			
PRIMARY & NFO & SC	AL.8/MOA	85447			

c. Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.

ANSWER: No.

- Describe the impact.

ANSWER: N/A.

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data: See change in front of Cap. Grad. (11 Oct)

ANSWER: Training permitted in MOAs is any "non-hazardous" activity. Training permitted on any MTR is Low Level Navigation. Canned/stereo routing to Seguin Aux is used, but is not necessary.

Bases track only their own use of MOAs. Calculations beyond that are not available. Usage shown is Randolph only. For standardization, times enroute to the listed airspace are based on .5 Mach (5 NM/min).

Airspace Designator: RND 1B MOA

a. Type of airspace: MOA with overlying ATCAA
b. Dimensions (nmi. x nmi. x ft): 644 sq nm x 11,000 ft (1.8) = 1159.2 nm³
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 6 minutes
e. Controlling agency: San Antonio Approach
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? San Antonio Approach
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? San Antonio Approach
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 30432
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11944
   - By other services (including reserves and national guard): UNKNOWN

TOTAL A/S = 22959.1
WT AVG (NM) = 55.49
1274026 / 22959 = →

o. Total number of hours used: UNKNOWN
   - By your service: 11752
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: RND 1C MOA

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 123 sq nm x 5000 ft (.82) = 101.15
c. Distance from main airfield: 40 NM
d. Time en route from main airfield: 8 minutes
e. Controlling agency: San Antonio Approach
f. Scheduling agency: 12 OSS/DOFR
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? San Antonio Approach
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? San Antonio Approach
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 360
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11944
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 168
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: RND 1A MOA

a. Type of airspace: MOA and overlying ATCAA
b. Dimensions (nmi. x nmi. x ft): 1839 sq nm x 13000 ft (2.14) = 3932 Nm^3
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 6 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?

- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 25,364
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11924
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 9296
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: RND 2A MOA

a. Type of airspace: MOA and overlying ATCAA
b. Dimensions (nmi. x nmi. x ft): 1462 sq nm x 12,000 ft (1.97) = 2885.5
c. Distance from main airfield: 33 NM
d. Time en route from main airfield: 9 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 22,230
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12,480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11,980
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 7,592

- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: RND 2B MOA

a. Type of airspace: MOA and high ATCAA
b. Dimensions (nmi. x nmi. x ft): 330 sq nm x 8,000 ft (1.3) = 434.2
c. Distance from main airfield: 20 NM
d. Time en route from main airfield: 6 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 5,248
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12,480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11,924
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 1,948
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: LAUGHLIN 2

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 25 NM X 20 NM x 9,000 ft (1.08) = 740.1
c. Distance from main airfield: 75 NM
d. Time en route from main airfield: 15 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 47 FTW, Laughlin AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES

- If so who provides the coverage? Houston ARTCC

i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Laughlin 3

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 68 nm x 31 nm x 11,000 ft (2108) (1.8) = 3813.8
c. Distance from main airfield: 85 NM
d. Time en route from main airfield: 17 minutes
e. Controlling agency: Del Rio Approach
f. Scheduling agency: 47 FTW, Laughlin AFB
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? Del Rio Approach
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Del Rio Approach
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Brady

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 46 nm x 20 nm x 16,000 ft (1920) (2.63) = 2421
c. Distance from main airfield: 90 NM
d. Time en route from main airfield: 18 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 924 FG, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Chase 1

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 43 nm x 37 nm x 7,000 ft (1591) (1.15) = 1831.7
c. Distance from main airfield: 52 NM
d. Time en route from main airfield: 10 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Houston ARTCC

j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Chase 2

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 8 nm x 24 nm x 9,000 ft (1.48) = 284.2 (1.192)
c. Distance from main airfield: 74 NM
d. Time en route from main airfield: 15 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Chase 3

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 43 nm x 37 nm x 10,000 ft (1591) (1.64) = 2616.8
c. Distance from main airfield: 62 NM
d. Time en route from main airfield: 12 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Crystal

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 39 nm x 32 nm x 12,000 ft (1248) (1.97) = 2463.2
c. Distance from main airfield: 82 NM
d. Time en route from main airfield: 16 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 149 TFG, Kelly AGB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC

j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: A-635

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 17 nm x 7 nm x 2500 ft .41 = 49 x .8 = 39.2
c. Distance from main airfield: 0 NM
d. Time en route from main airfield: 0 minutes
e. Controlling agency: Randolph Tower
f. Scheduling agency: Randolph Tower
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? RND
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? RND
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service: 560,000
   - By other services (including reserves and national guard): NA
m. Total number of available hours in FY 1990 thru 1993: 26,624
n. Total number of scheduled hours in FY 1990 thru 1993: 26,624
   - By your service:
   - By other services (including reserves and national guard):
o. Total number of hours used: 26,624
   - By your service:
   - By other services (including reserves and national guard):
p. Types of training permitted: IFR/VFR Pattern

Airspace Designator: A-638

Facilities

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 14 nm x 8 nm x 2500 ft 45.92 x .8 = 36.7
c. Distance from main airfield: 19 NM
d. Time en route from main airfield: 4 minutes
e. Controlling agency: Randolph Aux RSU
f. Scheduling agency: Randolph Aux RSU
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 4
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? 2 IFR, 2 VFR
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? Randolph Aux RSU
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service: 120,000
   - By other services (including reserves and national guard): 0
m. Total number of available hours in FY 1990 thru 1993: 6,240
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service: 6,240
   - By other services (including reserves and national guard): 0
o. Total number of hours used
   - By your service: 6,240
   - By other services (including reserves and national guard): 0 3
p. Types of training permitted: VFR Pattern

Airspace Designator: A-632C

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 23 nm x 17 nm x 17,000 ft 2.8 = 1095 x .8 = 876
c. Distance from main airfield: 87 NM
d. Time en route from main airfield: 17 minutes
e. Controlling agency: NA
f. Scheduling agency: CNATRA, NAS Corpus Christi
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? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN

- By your service: NA
- By other services (including reserves and national guard): NA

m. Total number of available hours in FY 1990 thru 1993: 7,500
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
- By your service
- By other services (including reserves and national guard)

o. Total number of hours used: UNKNOWN
- By your service
- By other services (including reserves and national guard)

p. Types of training permitted: Unknown

Airspace Designator: A-632D

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 45 nm x 40 nm x 5,000 ft .82 =1480 =1184
c. Distance from main airfield: 52 NM
d. Time en route from main airfield: 10 minutes
e. Controlling agency: NA
f. Scheduling agency: CNATRA, NAS Corpus Christi
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? No.
- If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
- By your service: NA
- By other services (including reserves and national guard): NA

m. Total number of available hours in FY 1990 thru 1993: 7,500
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: UNKNOWN

Primary
1044
1184
876
39
2463
2617
284
1832
1424
2815
3715
2885
393

Airspace Designator: A-632E

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 43 nm x 37 nm x 5,000 ft .82 =1305 ÷.8 =1044

c. Distance from main airfield: 72 NM
d. Time en route from main airfield: 10 minutes
e. Controlling agency: NA
f. Scheduling agency: CNATRA, NAS Corpus Christi
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? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 7,500
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: UNKNOWN

Airspace Designator: IR-149

IR-5
VR-9
SR-3
17

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 204 nm x 8 nm x 4000 ft
c. Distance from main airfield: 54 NM
d. Time en route from main airfield: 11 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1 4
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: IR-148

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 176 nm x 5 nm x 1000 ft
c. Distance from main airfield: 45 NM
d. Time en route from main airfield: 9 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 3
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: IR-147

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 102 nm x 7 nm x 6000 ft
c. Distance from main airfield: 77 NM
d. Time en route from main airfield: 15 minutes

e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: IR-142

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 231 nm x 10 nm x 2000 ft
c. Distance from main airfield: 78 NM
d. Time en route from main airfield: 16 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 924 FG/AFRES, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 8 15
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN

- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: IR-123

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 364 nm x 8 nm x 3500 ft
c. Distance from main airfield: 60 NM
d. Time en route from main airfield: 14 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 924 FG/AFRES, Bergstrom AFB
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? No.
- If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace: 11 26
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1120

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 84 nm x 20 nm x 1200 ft
c. Distance from main airfield: 48 NM
d. Time en route from main airfield: 10 minutes
e. Controlling agency: 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB

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? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 4
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1105

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 98 nm x 8 nm x 1000 ft
c. Distance from main airfield: 33 NM
d. Time en route from main airfield: 7 minutes
e. Controlling agency: 149 FTR GP, Kelly AFB
f. Scheduling agency: 149 FTR GP, Kelly AFB
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? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1106

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 98 nm x 8 nm x 1000 ft
c. Distance from main airfield: 80 NM
d. Time en route from main airfield: 16 minutes
e. Controlling agency: 149 FTR GP, Kelly AFB
f. Scheduling agency: 149 FTR GP, Kelly AFB
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? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1121

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 84 nm x 20 nm x 1200 ft
c. Distance from main airfield: 80 NM
d. Time en route from main airfield: 16 minutes
e. Controlling agency: 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB
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? No.
   - If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace: 4

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0

l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

m. Total number of available hours in FY 1990 thru 1993: UNKNOWN

n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1123

a. Type of airspace: MTR

b. Dimensions (nmi. x nmi. x ft): 194 nm x 20 nm x 1000 ft

c. Distance from main airfield: 87 NM

d. Time en route from main airfield: 17 minutes

e. Controlling agency: 924 TFG/DOTO, Bergstrom AFB

f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB

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? No.
   - If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace: 8

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0

l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

m. Total number of available hours in FY 1990 thru 1993: UNKNOWN

n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN

- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1122

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 194 nm x 20 nm x 1000 ft
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 6 minutes
e. Controlling agency: 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB
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? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 8
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-143

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 370 nm x 14 nm x 3500 ft
c. Distance from main airfield: 66 NM
d. Time en route from main airfield: 13 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB
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? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 11 6-1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-156

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 234 nm x 8 nm x 4000 ft
c. Distance from main airfield: 35 NM
d. Time en route from main airfield: 7 minutes
e. Controlling agency: 149 FTR GP, Kelly AFB
f. Scheduling agency: 149 FTR GP, Kelly AFB
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? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0 6-6
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR 1152

a. Type of airspace - VR ROUTE
b. Dimensions (nmi. x nmi. x ft): 6 NM X 180 NM X 2000 ft
c. Distance from main airfield - 35 NM
d. Time en route from main airfield: 7 minutes
e. Controlling agency: 12 OSS/DORF
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 2
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 360
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12,480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11,944
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 168
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation.

Airspace Designator: SR-286

a. Type of airspace: SLOW ROUTE
b. Dimensions (nmi. x nmi. x ft): 95 nm x 7 nm x 1000 ft
c. Distance from main airfield: 57 nm
d. Time en route from main airfield: 11 min
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?

i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 411
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 8,736
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 335
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 279
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation.

Airspace Designator: SR-292

a. Type of airspace: SLOW ROUTE
b. Dimensions (nmi. x nmi. x ft): 95 NM X 7 NM X 1000' FT
c. Distance from main airfield: 85 NM
d. Time en route from main airfield: 12 NM
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 87
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 8,736
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 60
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 50
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Level Navigation.

Airspace Designator: SR-293

a. Type of airspace: SLOW ROUTE
b. Dimensions (nmi. x nmi. x ft): 95 NM X 7 NM X 1000 FT
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 6 min
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 4
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 409
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 8,736
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 312
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 260
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Level Navigation.

Airspace Designator: SR-290

a. Type of airspace: SLOW ROUTE
b. Dimensions (nmi. x nmi. x ft): 95 NM X 7 NM X 1000 FT
c. Distance from main airfield: 90 NM
d. Time en route from main airfield: 18 min
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace: 4
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
- By your service: 114
- By other services (including reserves and national guard): UNKNOWN

m. Total number of available hours in FY 1990 thru 1993: 8,736
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
- By your service: 94
- By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
- By your service: 78
- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Level Navigation.

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 12.)

ANSWER: None.

Range Name:_____N/A__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 thru 1993) was the range(s) scheduled?
- How many hours was the range(s) used (average per year for 1990 thru 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 develivery (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?

12. List all the other air-to-ground training ranges not controled or managed by your installation within 100 nmi. For each range, provide the following data:

Range Name: _____R 6312_____

a. Location (city/county and state and lattitude and longitude): COTULLA TX 28-15N 098-44W
b. Distance from main airfield: 76 NM
c. Time en route from main airfield: 15 MIN
d. Controlling agency: HOUSTON ARTCC
e. Scheduling agency: KINGSVILLE NAS
f. 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)?

From Kingsville mil Value Data Call 276.3

g. Is the airspace under radar coverage? YES
   - If so who provides the coverage? HOUSTON ARTCC

h. Is the airspace under communications coverage? YES
   - If so who provides the coverage?: NAS Corpus Christi

i. Number of low level airways (below 18,000 ft) that bisect airspace: 0
j. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
k. Total number of sorties flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

l. Total number of available hours in FY 1990 thru 1993: UNKNOWN
m. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

n. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

o. Types of training permitted: Unknown

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of

each air-to-ground range, airspace, and airfields.

ANSWER: Victor airways within 50 NM of Randolph SUA: V163, V161, V568, V550, V17, V68, V198, V358, V222, V556, V212, V306, V565, V76, V558, V583 V574, V407, V13, V20, V70, V548, V15, V369, V194, V571, V477.

Jet routes within 50 NM of RND SUA: J2, J15, JJ17, J21, J22, J23, J25, J27, J29, J50, J65, J86, J87, J131, J138.

Class "B" airspace w/in 50 NM of RND SUA: Houston.
Class "C" airspace w/in 50 NM of RND SUA: San Antonio, Austin, Corpus Christi.

Airfields with IAP w/in 50 NM of RND SUA: Stinson Muni, Pleasonton Muni, Devine Muni, Hondo Muni, Castroville Muni, Kelly AFB, San Antonio IAP, Kerrville Muni, New Braunfels Muni, Bergstrom ARS, San Marcos Muni, Lockhart Muni, Lakeway AP, Robert Mueller Muni, Gillespie Co, Mason Co, Llano Muni, Hamilton Muni, Lampass AP, Robert Gray AAF, Killeen Muni, Hood AAF, McGregor Muni, Draughton Miller Muni, Lago Vista Bar-K AP, Austin Exec Airpark, Georgetown Muni, Taylor Muni, Garner Fld, Edwards Co, Kimble Co, Yoakim Muni, Wharton Muni, Bay City Muni, Jackson Co, Beeville Muni, Live Oak Co, McKinley Fld, Dimmet Co, Cotulla-LaSalle Co, Marlin AP, Mexia-Limestone Co, Madisonville Muni, Coulter Fld, Easterwood Fld, Caldwell Muni, Navasota Muni, Giddings-Lee Co, Brenham Muni, Eagle Lake.

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.

ANSWER: Yes. During periods of bad weather in Houston, Houston ARTCC occasionally takes over use of our 1A, 1B, and 1C MOAs to route departures and arrivals into the Houston area.

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.

ANSWER: YES. Houston ARTCC re-sectorization, 23 Jun 94. Additional UHF radio frequencies as a result of re-sectorization will greatly improve BFM training.

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.

ANSWER: 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.

ANSWER: Yes. Occasional delays experienced. Only recurring cause would be slow IFR releases from Departure Control. Average duration of such delays is 8 minutes. NEED % DELAY

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?

ANSWER: YES. Seguin TX - T-38 Aux field is a nosie sensitive area and limits some of the flying maneuvers at that installation.

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

ANSWER: No. Advanced fighter training requires the use of air-to-ground ranges and Randolph AFB does not control/manage any air-to-ground ranges.

20. Is there airspace within 50 NM which permits advanced fighter training?

ANSWER: No.

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

ANSWER: No.

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

ANSWER: No.

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
SUNT	Overwater
MANS	Overwater
T-3 Flight Screening	None
T-41 Flight Screening	None

*** Use appropriate Navy, Air Force, or Army syllabus of training list**

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name: _Randolph AFB_____

a. Location (city/county and state and lattitude and longitude) Universal City/Bexar, TX. 29-32N 98-

17W

b. Distance from main field: N/A.

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? Yes.

d. Does the airfield have parallel or dual offset runways? Yes.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? Yes.

e. Does the airfield have full-length parallel taxiways? The east runway has a full length parallel taxiway, but the west does not.

f. Does the airfield have high speed taxiways? No.

g. Does the airfield have a crosswind runway? No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity? N/A.

i. How much capacity is lost? N/A.

j. What percent of the time do conditions force the crosswind runway to be used? N/A.

k. Is the airfield equipped to support IFR flight operations? 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). The runways permit jet, prop, and helo operations.

Airfield Name: _Seguin Auxilliary Airfield_____

a. Location (city/county and state and lattitude and longitude) Seguin TX. 29-33N 97-55W

b. Distance from main field: 20 NM.

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? N/A

e. Does the airfield have full-length parallel taxiways? No.

8345 Runway Length

f. Does the airfield have high speed taxiways? No.

g. Does the airfield have a crosswind runway? No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity? N/A.

i. How much capacity is lost? N/A.

j. What percent of the time do conditions force the crosswind runway to be used? N/A.

k. Is the airfield equipped to support IFR flight operations? No.

l. Is the airfield owned by 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). The runway permits jet, prop, and helo operations.

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

RANDOLPH

FACILITIES CCN	ADEQUATE	SUBSTAND	INADEQUATE	TOTAL	ADEQUATE
RUNWAYS	(%)	(%)	(%)		
111	66	27	7	1065446	703194
TAXI/APRONS	(%)	(%)	(%)		
112	36	46	18	349038	125654
113	23	71	6	947612	217951
TOTAL:					26%
UTILITIES	(%)	(%)	(%)		
812	82	18		83860	68765
812					0
822	80	16	4	6040	4832
832	60	40		202047	121228
842	35	65		318795	111578
843	85	15		8038	6832
TOTAL:					51%
OTHER					
131	30003		7218		
133					
171-51					
218	27289	288			
219	62066	9255	773		
610	473271	854792	1297		
723-30					
TOTAL:	592629	864335	9288	1466252	40%
CLASSROOMS					
171-10					
171-20					
171-30					
171-152					
171-211	135526	25390	1786		
171-223					
171-815					
TOTAL:	135526	25390	1786	162702	83%
TRAINERS					
171-12					
171-35					
171-212	66423				
TOTAL:	66423	0	0	66423	100%
OTHER TNG					
141-753	3675				
141	21685	9909			
171-25					
171-74					
171-213					
171-214	10700				
171-813					
TOTAL:	36060	9909	0	45969	78%
HANGARS					
211	227130	216752			
217	11366				
TOTAL:	238496	216752	0	455248	52%

report the percent of the system that is Adquate/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 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	1,065,446	66%	27%	7%
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	349,038	125654 36%	46%	18%
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	947,612 1256650	217950 23% 343600	71% ~~7%~~	26.5% 6% =27%
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	1,090,950	810565 46.8%	17.7%	35.5%
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	6,040	4832 80%	16%	4%
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	202,047	40409 20%	70%	10%
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	318,795	111578 35%	65%	0%
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	8,038 1625870	6832 85% 674216	15% =41	0%

851	Roads (Do not include 851-142 and 851-143)	SY	661,760	55%	23%	22%
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	448,429	45%	44%	11%

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.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
131	Comminications Bldgs	SF	30,003	0	7,218
141	Operations Bldgs	SF	6,166	0	0
211	Maintenance - Aircraft	SF	227,130	216,752	0
217	Maintenance - Electronics and Communications Equip	SF	11,366	52% 0	0
219	Maintenance - Installation, Repair and Operation PW shops	SF	64,284	9,255	733
422	Ammunition Storage Installation and Ready Use	SF	543	0	0
610	Administrative Bldgs	SF	467,471	854,792	1,297

443882

579290/1452585 [redacted]%

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:

a. Facility Type/Code:
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?

ANSWER:

I. Communications Buildings

a. 131 (Facility 662)
b. Poor architectural condition (wood frame, asbestos siding, deteriorated ceiling), air conditioning

needs upgrading, and no parking for customers.

c. Multi-use (131) computer equipment control, (610) admin, (171) classroom.
d. $1.7M (requires replacement).
e. Facility could be used for Swing/Space Storage as is (no cost).
f. Current plans are to upgrade A/C as part of a multi-facility project to connect facilities to a central plant. Programmed funding (FY 95) for entire project is $450K. Estimated cost for subject facility is $45K. Pay back expected on energy savings.
g. No.

II. Maintenance - Installation, Repair and Operation

a. 219 (Facility 1282 & 1284)
b. Structural and architectural condition, deficient layout requires additional time for transportation and response time in emergencies.
c. Maintenance storage.
d. $27K (requires replacement).
e. None.
f. Current plans are to demo buildings and construct Base Engineer Complex. Programmed funding (FY 97) for entire project $6.2M. Estimate cost for subject facility is $27K.
g. No.

III. Administrative Buildings

a. 610 (Facility 662)
b. Poor architectural condition (wood frame, asbestos siding, deteriorated ceiling), air conditioning needs upgrading, and no parking for customers.
c. Multi-use (131) computer equipment control, (610) admin, (171) classroom.
d. $1.7M (requires replacement).
e. Facility could be used for Swing/Space Storage as is (no cost).
f. Current plans are to upgrade A/C as part of a multi-facility project to connect facilities to a central plant. Programmed funding (FY 95) for entire project $430K. Estimated cost for subject facility is $45K. Pay back expected on energy savings.
g. No.

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	Substandard/ Semi-Permanent	Inadequate/ Temporary

171-211	Instructor Pilot, Undergraduate Navigator Training, & Flight Screening Facilities. (Buildings 12, 64, 148, 662, 738, 743, 747, 856, 857, 878, 889 at RAFB; Building 1401 at Hondo Municipal Airport)	SF	143,353 84%	25,599	1,706	170,65.
171-212	Flight Simulator Training (Buildings 738, 745 at RAFB)	SF	60,623 100%			

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:

ANSWER: Only Bldg 662 is inadequate.

a. Facility Type/Code:

ANSWER: 171-211

b. What makes it inadequate/temporary?

ANSWER: WWII wood.

c. What use is being made of the facility?

ANSWER: Undergrad Nav Flt Screening

d. What is the cost to upgrade the facility to substandard/semi-permanent?

ANSWER: Not economically feasible.

e. What other use could be made of the facility and at what cost?

ANSWER: Recommend demo.

f. Current improvement plans and programmed funding:

ANSWER: Replacement Fac under construction (BRAC MILCON)

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: No.

D. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your installation. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
T-37		X	X	X	
T-38/AT-38		X	X	X	
T-39		X	X	X	
T-43		X	X	X	X
T-1		X	X	X	X
C-21					X

E. 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
RADAR	Monitor Simultanous ILS (SILS) Approaches
VOR	Terminal nonprecision approach and navigational equipment
TACAN	Terminal nonprecision approach and navigational equipment
ILS	Terminal precision approach and landing system
Control Tower	Controlling arriving and departing aircraft within the airport traffic area and vehicles operating on the aerodrome
Communications Transmitters and Receivers	Used for communications between aircraft and controlling agencies
RSU	Used for communications during student flying training

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

ANSWER: With full mobilization we will deploy 369 personnel on 93 teams.

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)

ANSWER: No.

3. Does installation have a dedicated munitions loading pad?

ANSWER: No.

a. If yes, are there any access limitations?

ANSWER: N/A.

b. What type aircraft have used your pad over the last five years?

ANSWER: N/A.

4. Is the installation located within 150NM of:

a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

ANSWER: Yes. Ft Hood TX.

b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No

ANSWER: Yes.

c. Deep water port facility? Yes/No (If yes, give name(s))

ANSWER: No.

5. Does the installation medical treatment facility routinely receive referral patients?

ANSWER: No.

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.

ANSWER: Yes. Physiological Training Unit and Mobility Taskings. 48 person 2nd echelon team, 19 person decontamination team, 9 person blood donor team.

7. List any weapons storage and handling facilities located at the installation. YES

Type of Facility	Location	Mission and Capability of Facility
8 Bay Multi-Cube	1018	Weapons Storage Facility Max Sited NEW: (1.1) 3,400 lbs (total) Max Sq Foot: 408

F. 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.

Activity Name / Military Service	Description of Activity Role and Degree of Support
Joint Health Care Management Engineering Team (JHMET)	Develops medical standards for medical activities.. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B5, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B28, B29, B30, B31, B32, B33, B34, C1, C2, C3, C4, C5, C6.
Marine Air Training Unit (MAMS)	Receives Navigational Training from Air Force Instructors Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B21, B22, B23, B26, B29, B32, B33, C1, C2, C3, C4, C5, C6.
Naval Air Training Unit (NATU)	Receives Navigational Training from Air Force Instructors. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B10, B12, B14, B15, B16, B17, B18, B19, B21, B23, B26, B29, B32, B33, C1, C2, C3, C4, C5, C6.

Naval Civilian Personnel Data Systems Center (NCPDSC)	Uses AF Civilian Personnel Data System in support of Navy civilian personnel and EEO programs. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B28, B29, B30, B31, B32, B33, B34, C1, C2, C3, C4, C5, C6.
Maximum Support = 70% - 80%	Moderate Support = 30% - 40% Minimum Support = 10% - 20%

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.

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
2nd German Air Force (2 GAF)	SUNT Training. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B21, B22, B23, B24, B26, B29, B30, B31, B32, B33, C1, C2, C3, C4, C5, C6.
Defense Accounting Office, (AETC)	Provides accounting and finance services. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B19, B20, B21, B23, B24, B26, B28, B29, B30, B32, B33, B35, C1, C2, C3, C4, C5, C6.
Defense Accounting Office, Denver (RAFB)	Provides accounting and finance services. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B7, B9, B10, B11, B12, B14, B15, B16, B17, B19, B20, B21, B22, B23, B24, B26, B28, B29, B30, B32, B33, B35, C1, C2, C3, C4, C5, C6.
Defense Accounting Office, Denver (AFSAT)	Provides accounting and finance services. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B19, B20, B21, B23, B24, B26, B28, B29, B30, B32, B33, B35, C1, C2, C3, C4, C5, C6.

Defense Commissary Agency (DeCA)	Provides commissary services to eligible personnel and troop issues. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B6, B7, B10, B11, B12, B14, B15, B16, B18, B19, B21, B22, B23, B24, B25, B26, B28, B29, B30, B32, B33, C1, C2, C3, C4, C5, C6.
Defense Logistics Agency (DLA)	Administers LSI contracts through Kelly AFB. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B5, B6, B7, B9, B11, B12, B14, B15, B16, B18, B21, B28, B29, B30, B32, B33, B35, C2, C5.
Defense Information Services Organization (DISO)	Responsible for all data systems in Air Force military. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B4, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B28, B29, B30, B31, B32, B33, B34, C1, C2, C3, C4, C5, C6.
Defense Printing Service (DPS)	Provides reproduction services to government agencies. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B11, B14, B15, B16, B17, B18, B21, B28, B29, B30, B32, B33, C1, C2, C3, C4, C5, C6.
Defense Civilian Personnel Systems Center (DCPSC)	Responsible for overall Informaiton management program for policy and EEO functions for OSD. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B18, B21, B28, B29, B30, B32, B33, C1, C2, C3, C4, C5, C6.
American Red Cross	Provides various health, safety, financial, etc., services to uniformed personnel. Moderate Support - (Facilities, maintenance, communications, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B5, B6, B7, B9, B11, B12, B14, B15, B29, B30, B33, C2, C5.
US Postal Service	Provides postal services to military and government agencies Moderate Support - (Facilities, maintenance, communications etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B5, B6, B7, B9, B11, B12, B14, B15, B29, B30, B33, C2, C5.
Randolph Independent School District (Eliminatory, Kindergarden, Middle and High Schools)	Provides educational services to military dependents. Minimum Support - (Transportation, security, fire protection) A2, A3, A4, A5, A6, A10, B6, B7, B12, B30, B33, C2, C5.
National Order of Daedalians Headquarters	Provides services as a private organization to military. Minimum Support - (Utilities, security, fire protection) A2, A3, A4, A5, A6, A10, B6, B7, B30, B33, C2, C5.

Randolph Brooks Federal Credit Union	Provides credit union service to eligible personnel. Minimum Support - (Utilities, security, fire protection) A2, A3, A4, A5, A6, A10, B6, B7, B30, B33.
Eisenhower National Bank	Provides banking service. Minimum Support - (Utilities, security, fire protection) A2, A3, A4, A5, A6, A10, B6, B7, B30, B33.
Maximum Support = 70% - 80%	Moderate Support = 30% - 40% Minimum Support = 10% - 20%

Support Categories

(Listed in DoDI 4000.19)

Mandatory Reimbursement Support Categories

A1 Chapel and Chaplain Services	A5 Environmental Compliance	A9 Police Services
A2 Command Element (includes Public Affairs, Social Actions, etc.)	A6 Fire Protection	A10 Safety
A3 Common Use Facility Operations, Maintenance, Repair and Construction	A6 Libraries	A11 Shuttle Services
A4 Disaster Preparedness	A8 Morale and Fitness	

Optional Reimbursement Support Categories

B1 Administrative Services	B13 Explosive Ordnance	B25 Mobilization Support
B2 Audio/Visual Services	B14 Facilities and Real Properties Support	B26 Mortuary Services
B3 Automated Data Processing / Automation Services	B15 Facility Maintenance and Repair	B27 Printing and Reproduction
B4 Civilian Personnel Services	B16 Finance and Accounting	B28 Purchasing and Contracting Services
B5 Clubs	B17 Food Services	B29 Refuse Collecting and Disposal
B6 Communication Services	B18 Health Services	B30 Resource Management
B7 Community Support Services	B19 Housing and Lodging Services	B31 Training Services
B8 Confinement and Detention Centers	B20 Information Services	B32 Transportation Services
B9 Custodial Services	B21 Installation Retail Supply and Storage Operations	B33 Utilities
B10 Education Services	B22 Laundry and Dry Cleaning	B34 Weather Services
B11 Engineering Support	B23 Legal Services	B35 Other Support
B12 Equipment Operation, Maintenance and Repair	B24 Military Personnel Support	

Non-Reimbursement Support Categories

C1 Commissary Services	C3 Dependent Schools	C5 Museums
C2 Community Relations	C4 Exchange Services	C6 Retired Affairs

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.

ANSWER: 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.

ANSWER: Yes. AETC aircraft from this installation have been used for air intercept practice from various ACC units. However, this is infrequent.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy? Deploy.

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

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?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

I. 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.

ANSWER: All airfields in the local area that can be used to support flying training operations are being used.

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
Kelly AFB	[redacted]/VFR Approaches (11,550')	20 NM
Bergstrom ARS	[redacted]/VFR Approaches (12,358')	60 NM

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: All civilian owned facilities located in the vicinity (i.e., San Antonio IAP and Stinson Municipal) that can be used to support flying training are currently being used.

J. 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)

ANSWER: None.

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:

ANSWER: No.

a. Name or type of facility
b. Total SF
c. Cat code
d. Present use

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?

ANSWER: Randolph AFB is located in Bexar County and is part of the Metro San Antonio Intrastate Air Quality Control Region.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts?

ANSWER: No.

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.

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)?

ANSWER: No. → YES/YES

a. If the base is in a maintenance area, identify the regulated pollutant(s).
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).

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base?

ANSWER: No.

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.

ANSWER: No. – YES

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer?

ANSWER: No. – YES

c. If special actions have been implemented, specify the nature of the actions.

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation?

ANSWER: No.

B. 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.

ANSWER: No.

2. Have there been any ATC delays (15 minutes or greater) between initial takeoff request and actual takeoff during the past three years as a result of civilian traffic? If so, please complete the following table.

ANSWER: None.

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

4. Is the existing AICUZ study encoded in local zoning ordnances?

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.

ANSWER: See attachment 4(a). Recent modifications include T-1, AT-38, and T-43 mission activity. No significant change to noise contours.

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

ANSWER: Currently, the only local government in the vicinity of Randolph to adopt zoning ordinances that comply with FAA Part 77 requirements is the City of Schertz. (See Atch 4(b)). We are not aware of any flight hour restrictions or litigation history.

5. Do current estimates of population growth and development or environmental constraints pose problems

for existing or planned mission?

ANSWER: No. The majority of land that would have possible effects on the flying mission has already been developed (north, east, and west of Randolph), with no impact on the flying mission. The land south of Randolph, largely farm land, is within the jurisdiction of the City of Schertz and is therefore protected from enchroachment.

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).

ANSWER: See attachment.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents?

ANSWER: 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.

ANSWER: 1 per month.

c. Has the installation implemented noise abatement procedures?

ANSWER: Yes.

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

ANSWER: All transient aircraft, other than Undergraduate Flying Training aircraft, are restricted to one approach to a full stop landing. No engine runs after 2200 hours local without Ops Group Commander approval.

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 determine compatibility percentages. Aerial photos may be available from local governments, USDA offices 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)?

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.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	32R/PRI	0	136	0
APZ I	32R/PRI	10	345	0
APZ II	32R/PRI	21	482	0

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U

81.83

CZ	14L/PRI	0	136	0
APZ I	14L/PRI	904	345	23.72
APZ II	14L/PRI	153	482	0

✓ x 345 = 1380
996.6

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	32L/SEC	0	136	0
APZ I	32L/SEC	11	345	0
APZ II	32L/SEC	35	482	0

APZ I
22% ✓

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	14R/SEC	0	136	0
APZ I	14R/SEC	1,718	345	65.17
APZ II	14R/SEC	2,406	482	71.0

224.83

= 342

342
1928
APZ II
17.75%

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.

DNL	Est Pop	Acres	% Incomp L-U
60-65			
65-75	10,068	6,735	20.42%
75-80	318	632	8.19%
80+	2	41	0.48%

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)?

ANSWER: Previous BRAC and other mission realignments have extended Randolph's noise contours. An EIS is planned to address the cumulative impacts of present and future base mission activity.

b. How are local land use plans expected to impact the AICUZ footprints?

ANSWER: The local communities affected by the AICUZ footprint have developed to a point where an expansion of structures would have only a minor effect and would not impede the flying mission. The land south of Randoolph, mostly undeveloped, is protected bt the City of Schertz and their zoning laws.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

ANSWER: Next validation due Summer 1994.

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.

ANSWER: Only the City of Schertz has fully implemented a height ordinance that complies with FAR Part 77. No additional control efforts are being contemplated. Control is by zoning.

(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits for Accident Potential Zone 1 (APZ 1).

(3) AICUZ recommended development limits for APZ II.

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits for Accident Potential Zone 2 (APZ 2).

(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).

ANSWER: N/A.

(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits between the 65 Ldn and the 75 Ldn.

(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits between the 75 Ldn and the 80 Ldn.

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits above 80 Ldn.

(8) Are real estate disclosure statements required by local communities?

ANSWER: (Real estate disclosure statements are required by the City of Schertz. They are not requred by the other communities bordering the base.) NO

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.

ANSWER: Land use surrounding Randolph is generally residential, single and muti use. These are minor strip commercial developments; howerver, the local economy will not support them and many people shop in malls well clear of the AICUZ footprint. There are no long range trends in development that would have an adverse impact on the flying mission.

f. Has all clear zone acquisition been completed?

ANSWER: Yes.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

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.

ANSWER: Yes.

C. 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?

ANSWER: Presently on Randolph AFB there are 233,791 SY of aircraft parking apron which is available for expansion of our current units or a change in mission. There is also ample fuel storage on base to meet a mission change. However, our missions storage capability is limited to the small storage area which supports our Security Police Squadron and the AT-38 Training mission. We also have a requirement for 133,863 SF of warehouse space vs.92,776 SF in our inventory which leaves a deficit of 41,087 SF. Hangar space on Randolph is also at a premium with the influx of the T-1, T-43, and AT-38 missions. Approximately 324,000 SF of aircraft maintenance space could be gained if the on-base hangar facilities which have been converted to other uses were turned back into maintenance hangars. However, this would require a great deal of new construction to accommodate the functions which presently occupy those facilities. Some space also could be made avialable if contract depot maintenance of T-37 and T-38 aircraft were performed at another location.

2. What is the availability of off-installation acreage for possible future installation development?

ANSWER: The 15 square mile area to the south of the installation is mainly farmland. Parts of this area could be acquired to meet future base development needs. Additional land is also available to the east and southwest of the installation. All of the aforementioned areas would need to have utilities installed before major installation expansion could occur.

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 Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	36,565,000	22,080,000	9,843,376	10,076,367
Water (GPD)	6,807,866	N/A	2,142,320	4,437,000
Sewage (GPD)	N/A	798,000	587,100	1,243,000
Natural Gas (CFH)	N/A	Not Limited	45,620	51,468
Short Term Parking	57,111 SY	0	22,844 SY	57,111 SY
High Temp.Water/ Steam Generation/ Distribution (MBTUH)	9.3	N/A	1.1	1.2

4. Are there any characteristics regarding your utility systems that should be considered?

ANSWER: Yes. All of our utility service contracts are without "take or pay" clauses due to connection charges or Demand Side Management initiatives. None of our natural gas is purchased through the Defense Fuel Supply Center (DFSC) central office. Our electric power is purchased from sources other than the

Federal Power Marketing Administrations (WAPA, BPA, SWPA, SEPA). We have cathodic protection on our water and gas lines with the exception of main gas lines which are polyethyene and do not require protection.

Utility contracts for Randolph AFB are located in HQ AETC/LGCU and managed by HQ AETC. CERF because San Antonio military installations (except Kelly AFB) are managed through the Centralized Utility Region activity at HQ AETC.

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: RANDOLPH AFB TX

Land Use RANDOLPH	Total Acres 3,129	Developed[3] 1,889.69	Available for Development	
			Restricted[4]	Unrestricted
Operational	2,336.04	1,154.62		
Training	60.92	60.92		
Research & Development				
Supply and Storage	12.83	12.83		
Admin	88.02	88.02		
Housing	286.68	229.30	57.38	
Recreational	344.51	344	.51 QD AREA	

[3] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[4]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.

Land Use SEQUIN AUX	Total Acres 961	Developed[5]	Available for Development	
			Restricted[6]	Unrestricted
Operational	894.03	0		
Training	66.92	66	.92 CZ	
Research & Development				
Supply and Storage	.05	0.5		
Admin				
Housing				
Recreational				

[5] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[6]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.

Land Use HONDO MUNO	Total Acres 867	Developed[7]	Available for Development	
			Restricted[8]	Unrestricted
Operational	859			
Training	8	7.5		
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				

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.

ANSWER: This installation is usable for non-destructive ordinance training aircraft only. The present operational capability is at maximum capacity with the growth of the Navigator Training Mission, T-1A, and
T-38. Airspae and ramp space are saturated.

[7] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[8]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.

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing?

ANSWER: 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/ Permanent	Number Substandard/ Semi-Permanent	Number Inadequate/ Temporary
Officer	4+	33	33	0	0
Officer	3	185	185	0	0
Officer	1 or 2	0	0	0	0
Enlisted	4+	156	156	0	0
Enlisted	3	285	256	29	0
Enlisted	1 or 2	360	318	42	0
Mobile Homes	0	0	0	0	0
Mobile Home lots	0	0	0	0	0
		1019	948 = 93%		

(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:

ANSWER: N/A.

a. Facility Type/Code:
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?

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[9]	Average Wait
O-6/7/8/9	1		
	2		
	3	1	6 months
	4+	9	6 months
O-4/5	1		
	2		
	3	144	24 months
	4+		
O-1/2/3/CWO	1		
	2		
	3	170	24 months
	4+	14	18 months
E7-E9	1		
	2		
	3	90	24 months
	4+	18	9 months
E1-E6	1		
	2	157	12 months
	3	146	12 months
	4+	111	12 months

(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)?

ANSWER: 100%

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	99%
Substandard/Semi-Permanent	98%
Inadequate/Temporary	

(7) As of 31 March 1994, have you experienced much of a change since FY 1993?

ANSWER: No.

If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

[9]As of 31 March 1994.

(b) BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	96%
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?

ANSWER: No.

If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	N/A
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?

ANSWER: N/A.

(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.

ANSWER: Yes.

Units Under Renovation or Construction

Type Unit (Family Housing BOQ/BEQ)	Total Number	Size (Beds)	Capacity (Beds)	Availability Date
BOQ	2 Bldg.	200	200	Dec 94

(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.

ANSWER: N/A.

2. For on-installation MWR facilities[10] 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 RANDOLPH AFB DISTANCE ON BASE

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	20	Y
	Outdoor Bays	18	Y
Arts/Crafts	SF	9,278	Y
Wood Hobby	SF	5,700	Y
Bowling	Lanes	24	Y
Enlisted Club	SF	23,848	Y
Officer's Club	SF	39,481	Y
Library	SF	7,841	N/A
Library	Books	30,000	N/A
Theater	Seats	963	Y
ITT	SF	844	N
Museum/Memorial	SF	0	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor)	Lanes	9	N/A
Beach	LF	0	N/A
Canyon Lake, 39 miles from RAFB	Each	1	N/A
Tennis CT	Each	8	N/A
Equipment Checkout	SF	3,000	Y
Volleyball CT (outdoor)	Each	2	N/A

[10]Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Basketball CT (outdoor)	Each	**1**	**N/A**
Racquetball CT (indoor/outdoor)	Each	**5**	**N/A**
Squash CT	Each	**0**	**N/A**
Golf Course	Holes	**18**	**Y**
Driving Range	Tee Boxes	**2**	**Y**
Gymnasium	SF	**56,089**	**N/A**
Fitness Center	SF	**0**	
Marina Canyon Lake	Berths	**50**	**Y**
Stables	Stalls	**62**	**Y**
Rod and Gun Club/Range	Each	**1**	**Y**
Softball Fld	Each	**3**	**N/A**
Football Fld	Each	**0**	**N/A**
Soccer Fld	Each	**15**	**N/A**
Youth Center	SF	**13,408**	**N/A**
Baseball Field	Each	1	N/A

90%

~~25/30 = 83.33%~~

~~26/30~~ = 87%

3. Is your library part of a regional interlibrary loan program?

ANSWER: Yes.

4. <u>Installation Family Support Facilities and Programs</u>

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			# of PN on Wait List	Avg Wait (Days)
		Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary		
0-6 Mos	0	N/A	N/A	N/A	N/A	N/A
6-18 Mos	18	1,545			42	270
18 Mos-5yrs	114	9,730			37	90
					79	185.7

11342
3330
14672

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:

ANSWER: N/A.

- Facility Type/Code:
- What makes it inadequate/temporary?
- What use is being made of the facility?
- What is the cost to upgrade the facility to substandard/semi-permanent?
- What other use could be made of the facility and at what cost?
- Current improvement plans and programmed funding:
- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

ANSWER: Family Home Daycare.

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).

ANSWER:
USAF, Kelly AFB - 256 children; Child Development Director - Luvinia Bradford
945-5747 SVS-SVYD
USAF, Brooks AFB - 88 children; Child Development Director - Mary Cline
240-2736 SVS-SVYD
USAF, Lackland AFB - 96 children; Child Development Director - Rhoda Doran
473-3168 SVS-SVYD
USA, Ft Sam Houston - Child Development Center - Lynn Piez
471-5002 AFZG-PA-CD

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	101,380
Gas Station	SF	800
Auto Repair	SF	5,347
Auto Parts Store	SF	0

Commissary	SF	84,534
Mini-Mart	SF	0
Package Store	SF	4,361
Fast Food Restaurants	Each	5
Bank/Credit Union	Each	2
Family Service Center	SF	11,914
Laundromat	SF	0
Dry Cleaners	Each	1
Alcohol Rehabilitation Center	PN	0
Chapel 1 Chapel 2	PN	303 295
FSC Classroom/Auditorium	PN	100

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
San Antonio,Tx	17
Houston, Tx	150
Corpus Christi, Tx	150
Dallas/Fort Worth, Tx	235
Austin, Tx	79

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	76.21	42.64
E2	49.87	31.36
E3	43.45	32.02
E4	67.80	47.32

E5	79.95	55.82
E6	89.01	60.59
E7	106.92	74.27
E8	110.62	83.63
E9	93.01	70.60
W1	122.62	93.12
W2	84.74	66.46
W3	80.82	65.69
W4	129.97	115.24
O1E	92.00	68.24
O2E	50.00	39.86
O3E	88.78	75.11
O1	51.59	38.02
O2	56.44	44.11
O3	105.82	89.09
O4	89.06	77.45
O5	76.98	63.67
O6	16.31	13.50
O7	5.93	4.81