DD 1142

DEPARTMENT OF THE NAVY
HEADQUARTERS UNITED STATES MARINE CORPS
WASHINGTON, D.C. 20380-0001

IN REPLY REFER TO:

6

11000
LFL/F615
27 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, BASE STRUCTURE EVALUATION COMMITTEE (OASN(I&E))

Subj: CLARIFYING DATA RESPONSE

Ref: (a) Col D. Stockwell phone request of 26 OCT 94

Encl: (1) Response to clarifying question received from Col Stockwell, Navy BSAT, of 26 OCT 94

1. The enclosure provides the requested certified information.

2. Points of contact for this information are Mr. Rich Anderson or Major G. W. Moore, Headquarters U. S. Marine Corps (LFL-3), commercial (703) 696-0865.

J. A. BRABHAM
LIEUTENANT GENERAL, U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS

BRAC-95 CERTIFICATION

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

DATA CALL: SUPPLEMENTAL CLARIFYING DATA

ACTIVITY: HQMC DATA BASE INFO FOR MC AIR STATIONS

PAGE (S): 1

BSWG REVIEW OFFICIAL

R. L. ANDERSON
NAME (Please type or print)

Signature

GM-14, REAL ESTATE & BRAC SECTION HEAD
Title

27 OCT 94
Date

SUPPLEMENTAL CLARIFYING DATA REQUEST OF 26 OCT 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)

NAME (Please type or print _____ Signature _____

Title _____ Date _____

Activity _____

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print _____ Signature _____

Title _____ Date _____

Activity _____

In certify that the information 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 belief.

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

J.A. BRABHAM
LIEUTENANT GENERAL U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS

NAME (Please type of print _____ Signature _____

Title _____ Date 10/27/94

11011
LFL/B-426
26 OCT 94

CLARIFICATION QUESTION RECEIVED FROM COL D. STOCKWELL, BSAT OF 26 OCT 94

QUESTION: Provide for each MCAS the nearest live-fire air-to-ground range rated for 500 lb or greater HE and provide distance from MCAS?

MCAS	RANGE	DISTANCE
Cherry Point	Fort Bragg, R 5311C	108 mi
	W122 {water targets}	75 mi
New River	Fort Bragg, R 5311C	118 mi
	W122 {water targets}	85 mi
Beaufort	Fort Bragg, R 5311C	158 mi
Camp Pendleton	MCB Camp Pendleton, Zulu R 2503	4 mi
Miramar	MCB Camp Pendleton, Zulu R 2503	32 mi
Yuma	Chocolate Mountain AGR, R 2507	35 mi
✓NAF Kaneohe	Pohakuloa Training Area (big Is)	150 mi

Document Separator

6

UNITED STATES MARINE CORPS
MARINE CORPS BASE HAWAII
BOX 63002
KANEOHE BAY MCBH, HAWAII 96863-3002

IN REPLY REFER TO:
11011
OP
3 JUN 1994

From: Commanding General, Marine Corps Base Hawaii, Kaneohe Bay
To: Commandant of the Marine Corps (Code LFL)

Subj: DATA CALL NUMBER SIXTEEN, OPERATIONAL/RESERVE AIR STATION

Ref: (a) CMC ltr LFL/B-246 of 26 Apr 94

Encl: (1) Data Call Number Sixteen

1. As requested by the reference, the enclosure is submitted.

2. This BRAC 95 Data Call response includes much information that will also be forwarded in response to Data Calls 24, 38 and 39.

3. The former Marine Corps Air Station, Kaneohe Bay was redesignated as Marine Corps Base Hawaii (MCBH) on 15 April 1994. Redesignation as a base more accurately reflects the large presence of ground combat forces stationed at Kaneohe Bay even though aviation units and facilities remain; provides the architecture to best support units directed to move to Kaneohe Bay per BRAC 93; enables the Marine Corps in Hawaii to operate more efficiently and better support all tenant units, especially in the current austere fiscal environment; and enables Marine Forces Pacific, headquartered at Camp H. M. Smith, to more rapidly deploy as the Marine component command of the U.S. Central Command, and/or U.S. Forces Korea should a crisis arise.

4. Former Air Station aviation and aviation support capabilities have been redesignated as Marine Corps Air Facility (MCAF) Kaneohe Bay, a tenant of MCBH. The MCAF is only one component of the facilities, infrastructure, and capability resident in MCBH to support the Fleet Marine Force. MCBH is the plant account holder for all Class I and Class II property, including that used by the air facility.

5. Given the above relationship, our goal in responding to Data Call 16 has been to produce, to the extent possible, a "stand-alone" document which fully describes the facilities and infrastructure available to and used by the Air Facility, but owned by MCBH. However, descriptions of these facilities and infrastructure will be duplicated in many instances in Data Calls 24, 38, and 39, which seek information about MCBH facilities and infrastructure. Accordingly, in some cases, there are differences in the context of information provided for the air facility and similar-appearing information to be provided for the base. It will also be important to ensure that capacity within MCBH is not double-counted. The air facility owns no facilities; it is a tenant which uses facilities and infrastructure owned by MCBH.

Subj: DATA CALL NUMBER SIXTEEN, OPERATIONAL/RESERVE AIR STATION

6. Point of contact is Lieutenant Colonel K. E. Gregory, (808) 257-7800/01, DSN 457-7800/01.

C. D. KUHN, JR.

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

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

ACTIVITY COMMANDER

C. D. KUHN, JR.
NAME (Please type or print)

C D Kuhn Jr
Signature

Commanding General
Title

940603
Date

MCBH Kaneohe Bay, Hawaii
Activity

Data Call-16

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

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

MAJOR CLAIMANT LEVEL

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)

P. E. ZANFAGNA, Jr. _____ Signature P. E. Zanfagna Jr.

NAME (Please type or print)

Acting Deputy Chief of _____ Date 8 July 94

Title Staff (Installations and Logistics)

Data Call-16

AIR STATION	TITLE	LOCATION
AIR STATION	NORFOLK	NORFOLK, VA
AIR STATION	JACKSONVILLE	JACKSONVILLE, FL
AIR STATION	OCEANA	VA BEACH VA
AIR STATION	KEY WEST	KEY WEST FL
AIR STATION	BRUNSWICK	BRUNSWICK ME
MC AIR STATION	CHERRY POINT	CHERRY POINT NC
MC AIR STATION	YUMA	YUMA AZ
MC AIR STATION	BEAUFORT	BEAUFORT SC
MC AIR STATION	NEW RIVER JAX	JACKSONVILLE NC
MC BASE	HAWAII	KANEOHE HI
MC AIR STATION	CAMP PENDLETON	CP PENDLETON CA
NAS/MCAS	MIRAMAR	SAN DEIGO CA
MC AIR FACILITY	MCBH	KANEOHE HI
AIR STATION	NORTH ISLAND	SAN DIEGO CA
AIR STATION	WHIDBEY ISLAND	OAK HARBOR WA
AIR STATION	LEMOORE	LEMOORE CA
AIR STATION	FALLON	FALLON NV
AIR STATION	ADAK	ADAK AL
NAVAL STATION	ROOSEVELT ROADS	ROOSEVELT ROADS RQ
NAVAL STATION	MAYPORT	MAYPORT FL
AIR FACILITY	EL CENTRO	EL CENTRO CA
RESERVE AIR STATION	S. WEYMOUTH	S.WEYMOUTH MA
RESERVE AIR STATION	NEW ORLEANS	NEW ORLEANS LA
RESERVE AIR FACILITY	WASHINGTON	WASHINGTON DC
RESERVE AIR STATION	ATLANTA	ATLANTA GA
RESERVE AIR STATION	FORT WORTH	FT WORTH TX
RESERVE AIR STATION	WILLOW GROVE	WILLOW GROVE PA

CAPACITY ANALYSIS:
DATA CALL WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION/FACILITY: MCBH KANEOHE BAY

Category.....Shore Support of Operating Forces
Sub-category....Operational Air Stations and Reserve Air Stations
Types.....Navy and Marine Corps Operational and Reserve Air Stations and Facilities

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

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

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

INDEX

BRAC 1995 CAPACITY ANALYSIS DATA CALL:
Operational/Reserve Air Station/Facility

AIR STATION/FACILITY- 00318 _____

STATION CAPACITY

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

Airfield Name: Marine Corps Air Facility, Kaneohe Bay
(a tenant of Marine Corps Base Hawaii, Kaneohe Bay)

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

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
04/22	7767	200	See chart 1b.		X			None

C -- Carrier deck lighting simulated
N -- No lighting

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

Apron/ramp/taxiway Location - ID	SF	Comp.	ID Type/Model A/C Prohibited	Comments (Load Bearing Capacity Pounds)
Runway 4-22	1,147,400	AC	None	800,000*
Runway 4-22	409,000	PCC	None	800,000
Aprons	339,610	AC	None	600,000
Aprons	1,881,499	PCC	None	600,000
Taxiway A-G	1,313,545	AC	None	800,000
Taxiway A-G	372,357	PCC	None	800,000

* Based on Twin Delta Tandem Gear Configuration.

1c. Do you have **high speed taxiways**? Discuss number and impact on airfield operations. No. Current/proposed aircraft do not require use of high speed taxiway.

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**? No.

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain. Mountains west of airfield limit flight pattern but do not impede or restrict past, current or projected future aviation operations.

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

Westfield - used primarily by helicopters for FCLP and external operations.

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

Airfield	# Flight Ops/Hr		Comments on Limiting Factors
	IMC	VMC	
Main	25	80	Single runway
Auxiliary _____			
Auxiliary _____			
Auxiliary _____			

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

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	# Ops	# Days	# Ops	# Days	# Ops.	# Days	# Ops.	# Days
1991	239	278	6	90				
1992	255	191	4	217				
1993	230	285	-					

2c. What percent of your flight operations at home field are Fleet Carrier Landing Practices (FCLPs)?
20%

2d.. Are you designated as an **authorized divert field** for any non-DoD aircraft? Explain. No.

2e. Is your airfield designated as a **joint use airfield** (i.e. civilian/military, APOE)? If yes, explain mission and identify any special joint use facilities, equipment, or operational practices. No.

2f. Are you a NATO designated facility? If yes, explain mission and identify any special NATO facilities, equipment, or operational practices. No.

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

10%

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

Honolulu Class B airspace - south - no factor
V-12/13 airway - east - no factor

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

Current procedures support III MEF Operations. Normal work week of 40 hours, with capability to surge to 60 hours.

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

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.

R

Main Airfield	Closed	0700-2100	0700-2100	0700-2100	0700-2100	0700-1200	Closed
Aux. Airfield Westfield	Closed	0700-2100	0700-2100	0700-2100	0700-2100	0700-1200	Closed

THERE ARE NO RESTRICTIONS TO KEEP THIS AIR STATION FROM OPERATING 24 HOURS A DAY, 365 DAYS A YEAR IF USAGE JUSTIFIES THE OPERATIONS EXPENSE.

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

With Controller proficiency operations could be increased by 50-60 operations per hour of airfield operation.

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

Upon completion of BRACCON projects, the following additional operating capacity would be realized:

P-269T will modify aircraft rinse facility and washrack facility to further enhance aircraft rinse and washdown capability for larger P-3 and C-130 aircraft. Project current working estimate (CWE) is $1,300,000.

P-270T will alter hangar 103 entry to allow for P-3 aircraft be fully housed within the hangar, renovate 12,400 sf of 01 hangar shop spaces and 4250 sf of aviation supply spaces, and provide AFFF fire protection system throughout the hangar. Project CWE is $13,400,000.

P-287T will construct a concrete, lighted helicopter landing pad for the Navy HSL squadron for SH60 operations and training landings. Project CWE is $1,250,000.

P-294T will alter hangar 104 to provide adequate facility requirements for US Coast Guard aviation units to support search and rescue (SAR) operations. Project CWE is $11,900,000.

P-508T will construct 7200 sf air/underwater weapons (AUW) shop, 500 sf above ground ready magazine and 200 sf ready service locker. Project CWE is $2,800,000.

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

Direct altitude and identify readout system (DAIR) increase efficiency between Kaneohe approach and Honolulu Center.

The following additional projects could be added to provide additional operating capacity to support 3 Navy VP squadrons with 27 P-3 aircraft (9 P-3 aircraft per squadron):

Main Airfield	Closed	0700-2100	0700-2100	0700-2100	0700-2100	0700-1200	Closed
Aux. Airfield Westfield	Closed	0700-2100	0700-2100	0700-2100	0700-2100	0700-1200	Closed

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

With Controller proficiency operations could be increased by 50-60 operations per hour of airfield operation.

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Direct altitude and identify readout system (DAIR) increase efficiency between Kaneohe approach and Honolulu Center.

The following additional projects could be added to provide additional operating capacity to support 3 Navy VP squadrons with 27 P-3 aircraft (9 P-3 aircraft per squadron):

COST ESTIMATE
($000)

ASWOC/Tactical Support Center	10,400
Consol Aviation Trng Fac	6,300
Aviation Physiology Trng Unit	3,350
Combat Training Pool/Tank	1,900
Aircraft Parking Apron	45,000
Alterations to Aircraft Hangars	9,900 *
AIMD Alterations/Additions	9,600
Aviation Supply Facilities	7,600
Ordnance Facilities	2,600 **
Operational Trainer	4,300
Mod Aircraft Direct Fueling Sta	1,100
Haz/Flammable Storehouse	3,000
Aircraft Operations Fac	3,100
Telecommunication Center	2,500
COMPATWINGSPAC Facilities	2,900
Construct Coast Guard Facilities	14,900 ***
TOTAL	128,450

* Additional $9,900,000will be required to be added to project P-270T mentioned in answer to question 3b, with a total project cost of $23,000,000. The $23,000,000CWE is based on alterations to three (3) aircraft hangars in accordance with increase capacity per BRAC-93 Scenario D.

** Additional $2,600,000will be required to be added to project P-508T mentioned in answer to question 3b, with a total project cost of $5,400,000.

*** Additional $14,900,000(@26.8M - $11.9M) would be required to construct a new hanger for US Coast Guard vice renovating hangar 104 (P-294T) at a cost of $11,900,000. Construction of this new hangar would be required based on all existing aircraft hangars being fully utilized by Navy/Marine Corps avaition units.

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

Prevailing wind requires the use of Runway 4 98% of the time. This limits IFR/UFR operations due to separation requirements.

Absence of continguous land area limits expansion (80% of base area surrounded by ocean).

Determination of limiting factors pending completion of environmental impact study for BRAC 93.

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

NAVAID	DESCRIPTION/LOCATION
TACAN	NGF CH93 20° 27.0'N 157° 45.8W
NDB	NGF 284.5 mhz 2126.9N 157.454W

BASING

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

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
HMM-165	12	CH-46E	12	12	PCS CALIFORNIA	PCS	PCS
HMM-265	12	CH-46E	12	12	PCS OKINAWA	PCS	PCS
HMM-364	12	CH-46E	12	12	PCS CALIFORNIA	PCS	PCS
HMH-463	14	CH-53D	14	8	8	8	8
HMH-366	8	CH-53D	0	5	8	8	8
HMH-363	8	CH-53D	0	8	8	8	8
HMH-362	8	CH-53D	0	8	8	8	8
HMT-301	6	CH-53D	0	6	6	6	6
*VMFA-235	12	F/A18C	UDP/ PCS EL TORO				
HSL (USN)	10	SH-60	0	0	10	10	10
*ETD (USN)	2	P-3A	0	0	2	2	2
**VP (USN)	9	P-3C	0	0	9	9	9
**VP (USN)	9	P-3C	0	0	9	9	9
**VP (USN)	9	P-3C	0	0	9	9	9
**VPU (USN)	3	P-3A	0	0	3	3	3

* NOTE: VMFA-235, while still officially based at MCBH, is on deployment to Iwakuni, Japan. Upon completion of this deployment, this unit will permanently relocate to Southern California.

** NOTE: Final basing decisions on VP squadrons now at NAS BARPT have not been made. Most current information we have is that if they are to be based at MCBH, they would come in the numbers shown above.

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

Squadron/Det Size (#A/C)	Apron Space Used	Hangar Space Assigned	Maintenance Support	Ave length of stay
12/F18/EA6	B Taxi Apron	Hangar 104	MALS-24	2 days 6x/Yr.
2/C130	Hard Stands	-	MALS-24	10 days 60x/Yr.
1/C141	Hard Stands	N/A	N/A	1-2 days 30x/Yr.
1/C5	Hard Stands	N/A	N/A	1-2 days 15x/Yr.

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

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

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VRC-51	2	C-20	N	Y	Y	Y	Y

6b. For each **reserve squadron** at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy Reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section (i.e. not enough qualified reservists in the area).

ALL CHARTS BELOW: N/A

Squadron:	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	0	0	0	0	0	0	0	0	0	0	0	0
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	0	0	0	0	0	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks:

Squadron:	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	0	0	0	0	0	0	0	0	0	0	0	0
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	0	0	0	0	0	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks:

Squadron:	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	0	0	0	0	0	0	0	0	0	0	0	0
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	0	0	0	0	0	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks:

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

Squadron/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001

SOMS	3	HH-46D	N	N	N	N	N
SOMS	1	UC-12B	N	N	N	N	N

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

Service/ Agency/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
USCG	3-4	HH-65	N	POSS	POSS	POSS	POSS
USCG	3-4	C130	N	POSS	POSS	POSS	POSS

* NOTE: USCG's intent is to relocate to Kaneohe Bay when NAS Barbers' Point closes April 1996.

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

Support Unit Identification/UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/ uncovered in SF)
MACS-18/01287	ATC	1 Bldg. #4000	MATCLS/10,000 SF
MALS-24/01071	Aviation Support	6 Hangars #101,102,103,104,105, 375	513,186SF Covered
MAG-24/00024	HQ Unit (Tactical)	-CALA-	AIRFIELD/
		-OAA-	AIRFIELD/
		-TAFDS-	AIRFIELD/
MWSS-174	Combat Support	5 Bldgs. #333,373,1198,388,36 8	82,974SF Covered 8,300SF Uncovered

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

SOMS will realize a loss of personnel principally associated with transfer of SAR aircraft and C-12. However, much of original structure is embedded in MCBH structure. New tenants would augment structure of MCAF to support tenant requirements.

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

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
N/A						

10b. For each of these other **reserve Navy/Marine Corps** units at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format

below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

ALL CHARTS BELOW: N/A

NR Activity/Unit:	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer												
Enlisted												

Remarks:

NR Activity/Unit:	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer												
Enlisted												

Remarks:

NR Activity/Unit:	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer												
Enlisted												

Remarks:

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

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	N/A		
NFO			
Other Officers			
Enlisted			

TRAINING SUPPORT

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

Squadron/ Unit	Aircraft Type	Number of Flight Operations/Yr	Comments
HMM-165	CH-46E	2500	*1 HMM SQ ALWAYS DEPLOYED (UDP)
HMM-265	CH-46E	2500	
HMM-364	CH-46E	2500	
HMH-463	CH-53D	2000	
VMFA-235	F/A-18C	N/A	

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* MAG-24 does not track the number of landings, but roughly 150 landings a month are performed by the pilots. Landings do not determine unit readiness. Our Training and Readiness (T&R) syllabus does. To date, MAG-24 units have shown no degradation in readiness. We perform most of our landings at LZs in various training areas.

12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are **required for** each user to maintain **required operational readiness**. Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training.

[1] include RON/domestic deployment training

SUA	Location /Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
SOA-1	Note 1	Jet/Helo	FACSFAC	Helo Fixed Wing	DACT Aerial Gunnery	120 hrs.
SOA-2	Note 1	Jet	FACSFAC	Fixed Wing	DACT	120 hrs.
SOA-3	Note 1	Jet	FACSFAC	Fixed Wing	DACT	800 hrs.
W-190	Note 2	Jet	FACSFAC	Fixed Wing	DACT	800 hrs.
W-187	Note 2	Transit/NAV	FACSFAC	Helo Fixed Wing	NAV	864 hrs.
R-3104	Note 2	NAV	COMNAVBASE FACSFAC	Helicopter	NAV/FRAG SPT	1092 hrs.
R-3107	Note 2	Aerial Gun NAV	FACSFAC	Fixed Wing Helicopter	Aerial Gunnery	864 hrs.
R-3103	Note 2	CAS/Aerial Gunnery NAV		Fixed Wing Helicopter	CAS/Aerial Gunnery	200 hrs.
W-186	Note 2	NAV/EW	FACSFAC		NAV/EW	200 hrs.

Remarks: FACSFAC, Hawaii collects, compiles and maintains this data. MAG-24 does not.

Note 1 and 2, see attachments

Yearly Usage Rate (Hrs.) = # of hrs per year (FY) TA was used.

WARNING AREAS - Time for all M-F 07-22 Z S-S 07-18 Z

[1] include RON/domestic deployment training

* MAG-24 does not track the number of landings, but roughly 150 landings a month are performed by the pilots. Landings do not determine unit readiness. Our Training and Readiness (T&R) syllabus does. To date, MAG-24 units have shown no degradation in readiness. We perform most of our landings at LZs in various training areas.

12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are **required for** each user to maintain **required operational readiness.** Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training.

[1] include RON/domestic deployment training

SUA	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
SOA-1		Jet/Helo	FACSFAC	Helo Fixed Wing	DACT Aerial Gunnery	120 hrs.
SOA-2		Jet	FACSFAC	Fixed Wing	DACT	120 hrs.
SOA-3		Jet	FACSFAC	Fixed Wing	DACT	800 hrs.
W-190		Jet	FACSFAC	Fixed Wing	DACT	800 hrs.
W-187		Transit/NAV	FACSFAC	Helo Fixed Wing	NAV	864 hrs.
R-3104		NAV	COMNAVBASE FACSFAC	Helicopter	NAV/FRAG SPT	1092 hrs.
R-3107		Aerial Gun NAV	FACSFAC	Fixed Wing Helicopter	Aerial Gunnery	864 hrs.
R-3103		CAS/Aerial Gunnery NAV		Fixed Wing Helicopter	CAS/Aerial Gunnery	200 hrs.
W-186		NAV/EW	FACSFAC		NAV/EW	200 hrs.
W-185			FACSFAC			

Remarks: FACSFAC, Hawaii collects, compiles and maintains this data. MAG-24 does not.

Yearly Usage Rate (Hrs.) = # of hrs per year (FY) TA was used.

WARNING AREAS - Time for all M-F 07-22 Z S-S 07-18 Z

[1] include RON/domestic deployment training

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186 - intersects Barking Sands ATA SQM-1200 AH-0-9000
187 100 0-
18,000
188 - intersects Barking Sands ATA 30,000 0-unlim
189 9,600 0-
190 2,000 0-
191 300 0- 3,000
192 4,000 0-
193 4,800 0-
194 5,200 0-
195 1,100 0-18,000
196 100 0- 2,000
Controlling Agency - Honolulu CERAP
Using Agency - FACSFAC, Pearl Harbor except 186.188 - CO, PMRF (Barking Sands)

Restricted Areas	SQM-	Alt-	Contrng Agency	Using Agency	Time
R3101	35	0-	CERAP	FACSFAC	7 days
	175	0-30000			1600-0400Z
R3103-intersects Bradshaw ATA			CERAP	CG Scholfld	By NOTAM
R3104	70	0-18000	CERAP	FACSFAC	M-F17-08Z SS17-04Z
R3107 A	80	0-5000	CERAP	FACSFAC	continuous
B	80	5000-18000			7 days SR-SS
R3109 A	25	0-9000	CERAP	CG Scholfld	By NOTAM
B	25	9000-19000			Intermit
C	25	0-9000			By NOTAM
R3110 A	30	0-9000	CERAP	CG Scholfld	By NOTAM
B	30	9000-19000			Intermit
C	30	0-9000			By NOTAM

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

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized	Operating Limitations [2]
					# Hours	# Hours	
R3104	76 Miles	See Note 2	CMNAVBSE FACSFAC	1991	540	480	N/A
				1992	520	460	N/A
				1993	420	380	N/A
W-289	SoCal	See Note 2	TOPGUN	1991	120	110	N/A
				1992	145	120	N/A
				1993	140	120	N/A

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FACSFACPHINST 3710.1

* SOA is a Special Operating Area. It is usually contained in either a Restricted or Warning Area. It is not synonymous with a MOA.

Special Operating Area Descriptions

1. SOA 1 - That area within W-189 south of 22°00'N latitude.

2. SOA 2 - That area within W-189 west of 158°00'W longitude and north of 22°00'N latitude.

3. SOA 3 - That area within W-189 east of 158°00W longitude.

4. SOA 4 - That area within W-192 from the HNL 38 DME to the 75 DME.

a. SOA 4A - That area between HNL 199R to HNL 190R, and HNL 38 DME to HNL 57 DME.

b. SOA 4B - That area between HNL 190R to HNL 180R, and HNL 38 DME to HNL 57 DME.

c. SOA 4C - That area between HNL 199R to HNL 190R, and HNL 57 DME to HNL 75 DME.

d. SOA 4D - That area between HNL 190R to HNL 180R, and HNL 57 DME to HNL 75 DME.

5. SOA 5 - That area between HNL 199R to HNL 180R, and HNL 75 DME to HNL 110 DME.

a. SOA 5A - That area between HNL 199R to HNL 190R, and HNL 75 DME to HNL 92 DME.

b. SOA 5B - That area between HNL 190R to HNL 180R, and HNL 75 DME to HNL 92 DME.

c. SOA 5C - That area between HNL 199R to HNL 190R, and HNL 92 DME to HNL 110 DME.

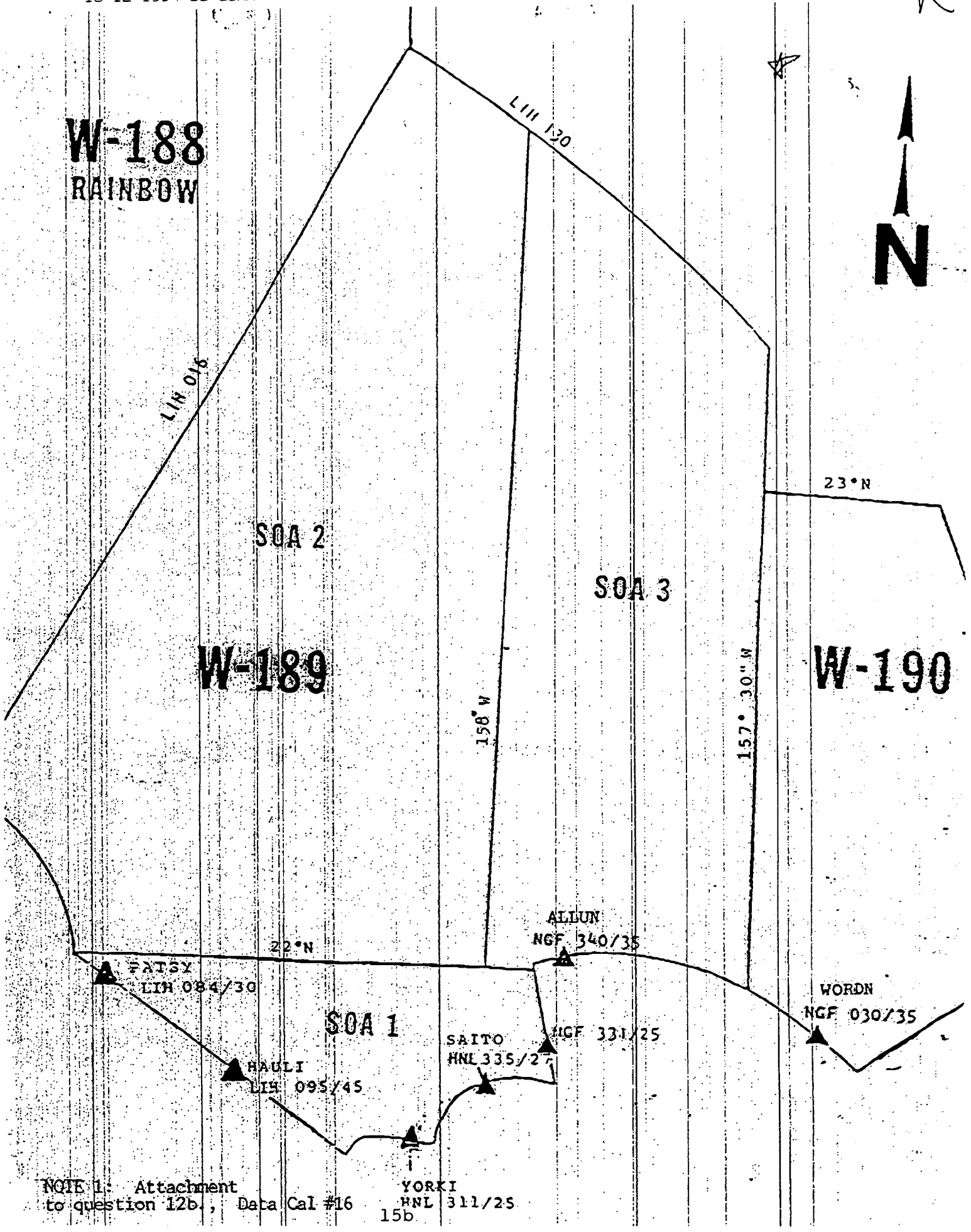
d. SOA 5D - That area between HNL 190R to HNL 180R , and HNL 92 DME to HNL 110 DME.

6. SOA 6 - That area between HNL 199R to HNL 180R, and HNL 110 DME to HNL 150 DME.

a. SOA 6A - That area between HNL 199R to HNL 190R, and HNL 110 DME to HNL 130 DME.

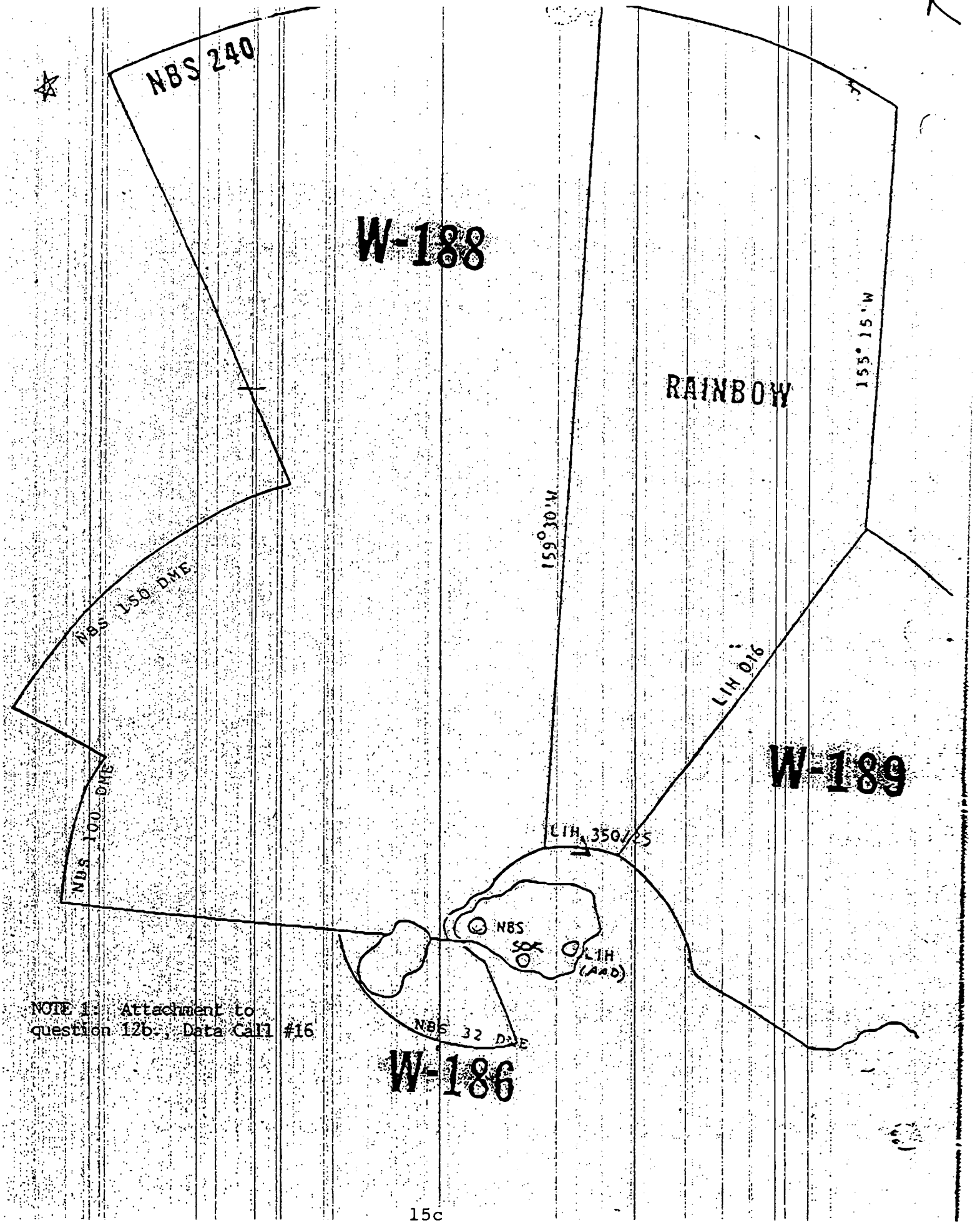
b. SOA 6B - That area between HNL 190R to HNL 180R, and HNL 110 DME to HNL 130 DME.

NOTE: 1 Attachment to question 12b., Data Call # 16



NOTE 1: Attachment to question 12b., Data Cal #16

R



NOTE 1: Attachment to question 12b., Data Call #16

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	TIME USED: DAYS OF WEEK	TIME USED: HOURS OF DAY	WEATHER	CONTROLLING AGENCY: USING AGENCY
W-195A		①	Cont	②	VMC-IMC	③
	20 28N 157 14W to 20 34N 156 44W then along the W bdry of R-3104 to 20 28N 156 32W to 20 04N 156 54W to beginning. ①Up to but not incl 9000'. ②1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol. OT by NOTAM. ③Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
W-195B		9000' to 18,000'	Cont	①	VMC-IMC	②
	20 28N 157 14W to 20 34N 156 44W then along the W bdry of R-3104 to 20 28N 156 32W to 20 04N 156 54W to beginning. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol. OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
W-196		To 2000'	Cont	①	VMC-IMC	②
	20 58N 158 06W then CCW along the arc of a cir of 23.0 NM rad cntr at 21 19N 157 56W to 20 56N 157 49W to 20 52N 157 48W then CW along the arc of a cir of 28.0 NM rad cntr at 21 19N 157 56W to 20 53N 158 09W to beginning. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol. OT by NOTAM. ②Ctl Agcy-FAA, Honolulu Twr. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
A-311	Schofield Barracks	To 500'	Dly	1700-0800Z		①
	21 41N 158 02W to 21 32N 158 02W then CW along the arc of a 3.0 SM rad cir cntr on Wheeler AFB (21 29N 158 02W) excld the airspace over Wahiawa Township, to 21 29N 158 00W to 21 29N 157 59W to 21 27N 157 58W to 21 27N 157 53W to 21 42N 157 59W to beginning. ①Ctl Agcy-LIGHTNING CTL FM 39.35, VHF 139.2 or UHF 399.9. For info USASCH 95-1 or Schofield Barracks Range Ctl. Ctc (Local) 655-4892/4893 DSN 455-4892/4893 or FM 38.30. Using Agcy-CDR, USASCH, Ft Shafter, HI. (23 AUG 90)					
R-3101	PMRF Barking Sands 4	Unltd	1600-0400Z① OT by NOTAM	Mon-Fri①	VFR-IFR	②
	22 13N 159 42W to 22 10N 159 42W then CCW along the shoreline of Kauai to 22 05N 159 46W to 22 04N 159 46W to 22 03 55N 159 46 29W to 22 02N 159 47W to 22 01N 159 46W to 22 00 55N 159 45 53W to 22 00N 159 45W to 22 00N 159 46W then CCW along the shoreline of Kauai to 21 58N 159 44W to 21 59N 159 49W then CW along a line 3.0 NM fr the shoreline of Kauai to beginning. Designated as joint use area. VFR acft should ctc Honolulu Center to obtain Restricted Area status. ①1600-0400, OT by NOTAM ②Ctl Agcy-FAA, Honolulu CERAP P.O. Box 4009 Honolulu, HI (fone 734-6636) Using Agcy-CO Pacific Misl Rng Fac, Hawaiian Area, Barking Sands, Kekaha, Kauai, HI 96752 Rng Ctl Officer (fone 335-4388 or Honolulu 471-6388) or Duty Officer (fone 335-4254 or Honolulu 471-6254) OUTRIDER CTL 322.0, 126.2, 4491 USB(HF) or Barking Sands Twr 360.2, 126.2. (22 JUL 93)					
R-3103	Humuula	To 30,000'	By NOTAM	By NOTAM	VFR-IFR	①
	19 48N 155 38W to 19 44N 155 29W to 19 35N 155 35W to 19 35N 155 40W to 19 40N 155 44W to 19 47N 155 42W to beginning. ①Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-Comd General, US Army, Schofield Barracks, HI. (fone Honolulu 523-2057 or 536-2294 ext 401 or Hilo 969-2461.) (13 DEC 90)					
R-3104	Kahoolawe I.	To 18,000'	①	①	VMC-IMC	②
Gone	20 34N 156 41W then CW 1.0 NM fr and parl to the shoreline to 20 36N 156 37W to 20 36N 156 35W to 20 35N 156 32W then CW 1.0 NM fr and parl to the shoreline to 20 30N 156 32W to 20.30N 156 31W to 20 29N 156 31W then CW 3.0 NM fr and parl to the shoreline to 20 35N 156 43W to beginning. ①1700-0800Z Mon to Fri; 1700-0400Z wkend and hol; OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI. (19 SEP 91)					
R-3107	Kaula Rock	To 18,000'	Cont	①	VMC-IMC	②
	The airspace within 3.0 NM of Kaula I. (21 40N 160 33W). ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol, OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (22 JUL 93)					
R-3109A	Schofield-Makua, Oahu	①	By NOTAM	By NOTAM		②
	21 31N 158 09W to 21 31N 158 07W to 21 31N 158 06W to 21 31N 158 05W to 21 30N 158 04W to 21 29N 158 05W to 21 27N 158 06W to 21 29N 158 08W to 21 29N 158 09W to beginning. ①Up to but not incl 9000'. ②Ctl Agcy-FAA, Honolulu ATCT P.O. Box 4009, Honolulu HI (fone 841-3602). Using Agcy-US Army, Schofield Barracks, HI. (13 DEC 90)					
R-3109B	Schofield-Makua, Oahu	①	Intmt	Intmt		②
	21 30N 158 04W to 21 29N 158 05W to 21 27N 158 06W to 21 29N 158 08W to 21 30N 158 09W to 21 33N 158 09W to 21 32N 158 05W to beginning. ①9000' up to but not incl 19,000'. ②Ctl Agcy-FAA, Honolulu ATCT P.O. Box 4009, Honolulu HI (fone 841-3602). Using Agcy-US Army, Schofield Barracks, HI. (13 DEC 90)					
R-3109C	Schofield-Makua, Oahu	①	By NOTAM	By NOTAM		②
	21 33N 158 09W to 21 32N 158 05W to 21 31N 158 05W to 21 31N 158 06W to 21 31N 158 07W to 21 31N 158 09W to beginning. ①Up to but not incl 9000'. ②Ctl Agcy-FAA, Honolulu ATCT P.O. Box 4009, Honolulu HI (fone 841-3602). Using Agcy-US Army, Schofield Barracks, HI. (13 DEC 90)					
R-3110A	Schofield-Makua, Oahu	①	By NOTAM	By NOTAM		②
	21 29N 158 09W to 21 31N 158 14W to 21 32N 158 14W to 21 33N 158 15W to 21 34N 158 15W to 21 33N 158 12W to 21 32N 158 11W to 21 31N 158 11W to 21 31N 158 10W to 21 31N 158 09W to beginning. ①Up to but not incl 9000'. ②Ctl Agcy-FAA, Honolulu ATCT P.O. Box 4009, Honolulu HI (fone 841-3602). Using Agcy-US Army, Schofield Barracks, HI. (13 DEC 90)					

NOTE 2: Attachment to question 12b., 15d

NUMBER	AREA NAME	EFFECTIVE ALTITUDE	DAYS OF WEEK	TIME USED HOURS OF DAY	WEATHER	CONTROLLING AGENCY / USING AGENCY
			GUAM			
W-517	Guam M.I.	Unltd	By NOTAM	By NOTAM	VMC-IMC	①
	12 50N 144 30E to 13 10N 144 30E to 13 10N 144 42E to 12 50N 144 45E to 11 00N 144 45E to 11 00N 143 00E to 11 45N 143 00E to beginning. ①Ctl Agcy-FAA, Guam CERAP. Using Agcy-COMMAVMARIANAS; Guam DSN 349-5233; after duty hr ctc Fleet Ctl Officer DSN 342-1147/1349/5235. (20 APR 93)					
			HAWAII			
W-186		To 9000'	Cont	Cont	VFR-IFR	①
	21 55N 159 44W to 21 34N 159 33W then CW along the arc of a cir 32.0 NM rad cntr at 22 02N 159 47W (Barking Sands TACAN) to 22 00N 160 22W to 21 59N 159 49W then CCW 3.0 NM fr and parl to the shoreline of Kauai I to beginning-excld the airspace within 3.0 NM of Niihau and Lehua I. ①Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-CO PMRFAC HAWAREA. (13 DEC 90)					
W-187		To 18,000'	Cont	①	VMC-IMC	②
	A cir area of 5.0 NM rad cntr at 21 40N 160 33W excld the airspace within 3.0 NM of Kaula I. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun and hol. OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
W-188		Unltd	Cont	Cont	VFR-IFR	①
	21 59N 159 49W to 22 00N 160 22W to 22 05N 161 35W (excld the airspace over and within 3.0 NM of Lehua and Niihau I) then CW along the arc of a cir 100 NM rad cntr at 22 02N 159 47W (Barking Sands TACAN) to 22 45N 161 25W to 22 56N 161 50W then CW along the arc of a cir 125 NM rad cntr at 22 02N 159 47W (Barking Sands TACAN) to 23 58N 160 41W to 25 41N 161 36W then CW along the arc of a cir 240 NM rad cntr at 22 02N 159 47W (Barking Sands TACAN) to 25 47N 158 15W to 23 54N 158 15W to 22 21N 159 09W then CCW along the arc of a cir 25.0 NM rad cntr at 21 58N 159 20W (Lihue VORTAC) to 22 13N 159 42W then CCW 3.0 NM fr and paral to the shoreline of Kauai I to beginning. ①Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-CO PMRFAC HAWAREA. (13 DEC 90)					
W-189		Unltd	Cont	①	VMC-IMC	②
	23 54N 158 15W then CW along the arc of a cir 130 NM rad cntr at 21 58N 159 20W (Lihue VORTAC) to 23 19N 157 30W to 21 59N 157 30W then CCW along the arc of a cir 35.0 NM rad cntr at 21 27N 157 46W (Kaneohe Bay TACAN) to 22 01N 157 56W to 21 45N 157 53W to 21 47N 158 00W to 21 44N 158 04W to 21 38N 158 09W then CCW 3.0 NM fr and parl to the shoreline of Oahu to 21 36N 158 20W to 21 59N 158 53W then CCW along the arc of a cir 25.0 NM rad cntr at 21 58N 159 20W (Lihue VORTAC) to 22 21N 159 09W to beginning. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol. OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
W-190		Unltd	Cont	①	VMC-IMC	②
	23 00N 157 30W to 23 00N 157 09W to 22 36N 157 00W to 22 11N 157 00W to 21 50N 157 17W then CCW along the arc of a cir 35.0 NM rad cntr at 21 27N 157 46W (Kaneohe Bay TACAN) to 21 59N 157 30W to beginning. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol. OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
W-191		To 3000'	Cont	①	VMC-IMC	②
	20 54N 158 11W then CCW along the arc of a cir of 28.0 NM rad cntr at 21 19N 157 56W to 20 52N 157 45W to 20 43N 157 41W then CW along the arc of a cir of 38.0 NM rad cntr at 21 19N 157 56W to 20 46N 158 16W to beginning. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol, OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
W-192		Unltd	Cont	①	VMC-IMC	②
	20 46N 158 16W then CCW along the arc of a cir of 38.0 NM rad cntr at 21 19N 157 56W to 20 41N 158 04W to 18 51N 158 26W then CW along the arc of a cir of 150 NM rad cntr at 21 19N 157 56W to 19 08N 159 15W to beginning. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol, OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
W-193		Unltd	Cont	①	VMC-IMC	②
	20 41N 158 04W then CCW along the arc of a cir of 38.0 NM rad cntr at 21 19N 157 56W to 20 42N 157 46W to 18 53N 157 18W then CW along the arc of a cir of 150 NM rad cntr at 21 19N 157 56W to 18 51N 158 26W to beginning. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol, OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					
W-194		Unltd	Cont	①	VMC-IMC	②
	20 42N 157 46W then CCW along the arc of a cir of 38.0 NM rad cntr at 21 19N 157 56W to 20 43N 157 41W to 20 42N 157 26W to 20 28N 157 14W to 20 04N 156 54W to 19 41N 156 36W to 19 05N 156 36W then CW along the arc of a cir of 150 NM rad cntr at 21 19N 157 56W to 18 53N 157 18W to beginning. ①1700-0800Z Mon-Fri; 1700-0400Z Sat, Sun, and hol, OT by NOTAM. ②Ctl Agcy-FAA, Honolulu CERAP. Using Agcy-US Navy, Fleet Area Ctl and Survl Fac, Pearl Harbor, HI (FACSFACPH). (4 FEB 93)					

NOTE 2: Attachment to question 12b., 15e

186 - intersects Barking Sands ATA SQM-1200 AH-0-9000
187 100 0-18,000
188 - intersects Barking Sands ATA 30,000 0-unlim
189 9,600 0-
190 2,000 0-
191 300 0- 3,000
192 4,000 0-
193 4,800 0-
194 5,200 0-
195 1,100 0-18,000
196 100 0- 2,000

Controlling Agency - Honolulu CERAP

Using Agency - FACSFAC, Pearl Harbor except 186.188- CO, PMRF (Barking Sands)

Restricted Areas	SQM-	Alt-	Contrng Agency	Using Agency	Time
R3101	35	0-	CERAP	FACSFAC	7 days
	175	0-30000			1600-0400Z
R3103-intersects Bradshaw ATA			CERAP	CG Scholfld	By NOTAM
R3104	70	0-18000	CERAP	FACSFAC	M-F17-08Z
				SS17-04Z	
R3107 A	80	0-5000	CERAP	FACSFAC	continuous
B	80	5000-18000			7 days
				SR-SS	
R3109 A	25	0-9000	CERAP	CG Scholfld	By NOTAM
B	25	9000-19000			Intermit
C	25	0-9000			By NOTAM
R3110 A	30	0-9000	CERAP	CG Scholfld	By NOTAM
B	30	9000-19000			Intermit
C	30	0-9000			By NOTAM

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

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours	Operating Limitations [2]
R3104	76 Miles	See Note 2	CMNAVBSE FACSFAC	1991	540	480	N/A
				1992	520	460	N/A
				1993	420	380	N/A
W-289	SoCal	See Note 2	TOPGUN	1991	120	110	N/A
				1992	145	120	N/A
				1993	140	120	N/A

R2510	29 Palms	See Note 2		1991	2250	2190	N/A
				1992	2300	2232	N/A
				1993	1100	1000	N/A
R3103	180 Miles SW	See Note 2	FACSFAC	1991	3000	2850	Wx
				1992	3080	2940	Wx
				1993	2600	2500	Wx
R3107	130 Miles W	See Note 2	FACSFAC	1991	1080	926	Civ Boats & Long Distance (Fuel)
				1992	1100	1000	"
				1993	815	700	"
W194	50 Miles S	See Note 2	FACSFAC	1991	1480	1350	N/A
				1992	1500	1400	N/A
				1993	1050	1000	N/A
W193	50 Miles S	See Note 2	FACSFAC	1991	1380	1300	N/A
				1992	1450	1350	N/A
				1993	1120	1050	N/A
W192	50 Miles S	See Note 2	FACSFAC	1991	1400	1320	N/A
				1992	1490	1350	N/A
				1993	1200	1100	N/A
W190	40 Miles S	See Note 2	FACSFAC	1991	6100	6000	N/A
				1992	6300	6240	N/A
				1993	4100	4000	N/A
W189	50 Miles S	See Note 2	FACSFAC	1991	6220	6100	N/A
				1992	6300	6240	N/A
				1993	4100	4050	N/A
W188	100 Miles N	See Note 2	FACSFAC	1991	64	55	N/A
				1992	69	60	N/A
				1993	45	40	N/A
R3101	110 Miles N	See Note 2	FACSFAC/ FMRF	1991	810	750	N/A
				1992	770	700	N/A
				1993	550	500	N/A

R2508	China Lake	See Note 2	N/A	1991	36	30	N/A
				1992	27	24	N/A
				1993	22	18	N/A
R2507	Yuma	See Note 2	N/A	1991	370	360	N/A
				1992	380	350	N/A
				1993	360	350	N/A
R2301	Yuma	See Note 2	N/A	1991	360	350	N/A
				1992	355	350	N/A
				1993	370	350	N/A

[1] For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% cancelled due to weather; 10% cancelled for unscheduled range maintenance, etc.).
[2] Provide any comments on operating limitations.

The following training is conducted in the above mentioned Special Use Airspaces: Weapons Training Instructor (WTI), TOPGUN training, air to air, air to ground, FMF support, NVG operations and training, assault support, aerial gunnery, external sling load training, confined area landing (CALS), mountainous area training (MAT), MCCRES, electronic warfare (EW), logistics support, Fleet support, missile shoots, terrain flight training, electronic counter-measure, and electronic counter-counter measure training.

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

MAG-24 is exploring means to expand range capabilities.

MAG-24 needs a land based Aerial Gunnery range to support day and night (NVG) operations with the use of laser sighting devices. Currently available are two ranges, R3107 (Kaula Rock) and SOA-1 (open ocean), for Aerial Gunnery. Makua Valley does not permit the firing of .50 cal munitions.

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

N/A.

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

CH-53D Cockpit Simulator.
Estimates are unavailable at this time.

12g. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).
None.

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

Yes. At present, the current airspace at MCBH Kaneohe presents a safe operations environment and could accommodate additional air operations as it did when we had active F-4 and F/A-18 squadrons permanently assigned.

13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are required for each user to maintain readiness?

[1] include RON/domestic deployment training

Ground Training Facility	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
Station Pool	On Base	Swim Qual Weak Swimmer Trng Pre-Scuba	KMCAS	MEB	Swim Qual Weak Swimmer Trng Pre-Scuba	325000 manhours
MTU (Rifle Range) K-Bay	On Base	Rifle/Pistol	KMCAS/MCBH	MEB	Rifle/Pistol Annual Requalification	361920 manhours
Molokai Trng Area	50 Miles	FRAG Support/ Tactical Trng	MEB	Air/Ground	Tactical Trng.	159030 manhours
Bellows Training Area	5 Miles	Small Unit Tactics CPX Driver Trng	MEB	MEB	Tactical Trng. Command Post Exercise Driver Trng.	317250 manhours
Tactical Flight Trng Area	20 Miles	FRAG Support Tactical Trng	N/A (Army)	MWSS & Helo	Tactical Trng.	2500 manhours
PMRF	125 Miles	Tactical	PMRF	Helo	Tactical Flt Trng.	1000 manhours
Camp Smith Trng Fac	26 Miles	Rifle/Pistol	MCBH	MEB	Rifle/Pistol Annual Requalification	312000 manhours
R3104	170 Miles	Tactical	FACSFAC	Helo	Aerial Gunnery	504 manhours
PTA	125 Miles	Tactical	Army	Helo/MWSS	NVG, Aerial Gunnery, Tactics, Ground Ops	3000 manhours
R3103	125 Miles	Tactical	Army	Jet/Helo	Aerial Gunnery	400 manhours

Pool 5 HRS/DAY X 5 DAYS/WK = 25 HRS/WK
25 HRS/WK X 240 MEN/WK = 6250 MANHRS/YR
6250 MANHRS/WK X 52 WK/FY = 325000 MANHRS/FY

Range (Kaneohe Bay) 6 HRS/DAY X 4 DAYS/WK = 24 HRS/WK 24

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

Yes. At present, the current airspace at MCBH Kaneohe presents a safe operations environment and could accommodate additional air operations as it did when we had active F-4 and F/A-18 squadrons permanently assigned.

13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are required for each user to maintain readiness?
Note: No flight physiology facilities located at MDBH.
[1] include RON/domestic deployment training

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
Station Pool	On Base	Swin Qual Weak Swimmer Trng Pre-Scuba	KMCAS	MEB	Swim Qual Weak Swimmer Trng Pre-Scuba	325000 manhours
MTU (Rifle Range) K-Bay	On Base	Rifle/Pistol	KMCAS/ MCBH	MEB	Rifle/Pistol Annual Requalification	361920 manhours
Molokai Trng Area	50 Miles	FRAG Support/ Tactical Trng	MEB	Air/Ground	Tactical Trng.	159030 manhours
Bellows Training Area	5 Miles	Small Unit Tactics CPX Driver Trng	MEB	MEB	Tactical Trng. Command Post Exercise Driver Trng.	317250 manhours
Tactical Flight Trng Area	20 Miles	FRAG Support Tactical Trng	N/A (Army)	MWSS & Helo	Tactical Trng.	2500 manhours
PMRF	125 Miles	Tactical	PMRF	Helo	Tactical Flt Trng.	1000 manhours

Camp Smith Trng Fac	26 Miles	Rifle/Pistol	MCBH	MEB	Rifle/Pistol Annual Requalification	312000 manhours
R3104	170 Miles	Tactical	FACSFAC	Helo	Aerial Gunnery	504 manhours
PTA	125 Miles	Tactical	Army	Helo/MWSS	NVG, Aerial Gunnery, Tactics, Ground Ops	3000 manhours
R3103	125 Miles	Tactical	Army	Jet/Helo	Aerial Gunnery	400 manhours

Pool 5 HRS/DAY X 5 DAYS/WK = 25 HRS/WK
25 HRS/WK X 240 MEN/WK = 6250 MANHRS/YR
6250 MANHRS/WK X 52 WK/FY = 325000 MANHRS/FY

Range (Kaneohe Bay) 6 HRS/DAY X 4 DAYS/WK = 24 HRS/WK

HRS/WK X 15 DETAILS X 145 MEN =
52200 MANHRS
X 53 MEN = 19080
MANHRS

8 HRS/DAY X 10 DAYS/DETAIL = 80 HRS/
DETAIL
80 HRS/DETAIL X 21 DETAILS X 120 MEN
= 201600 MANHRS
X 53 MEN
= 89040 MANHRS

Range (CSTF) 6 HRS/DAY X 8 DAYS/DETAIL = 48 HRS
DETAIL
48 HRS/DETAIL X 26 DETAILS X 150 MEN
= 187200 MANHRS
X 100 MEN
= 124800 MANHRS

Remarks: Do not maintain hourly usage. The data provided is a total number of hours for the year. Helos have access to gunnery ranges while deployed to PMRF and the PTA on the Big Island of Hawaii.

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

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours
Base Pool	On Base	SWET		1991	120	100
				1992	633	575
				1993	694	631
Rifle Range	On Base	Rifle/Pistol	MEB	1991	1110	1100
				1992	6800	6750
				1993	8547	8387
Molokai Trng Area	50 Miles	FRAG Spt/Tactical Trng	MEB	1991	7070	6200
				1992	18120	17700
				1993	20215	19730
Camp Smith Trng Fac	26 Miles	Rifle/Pistol	MCBH	1991	200	200
				1992	580	580
				1993	720	720
Gas Chamber	On Base	Gas Mask Trng	MEB	1991	220	200
				1992	605	550

				1993	702	638
Bellows Trng Area	5 Miles	FRAG Spt	MEB	1991	1100	1000
				1992	6380	5800
				1993	5460	5151
Tactical Flt Trng Area	20 Miles	FRAG Spt Tactical Trng	N/A (Army)	1991	2240	2020
				1992	5522	5020
				1993	6600	6600
Warning Area W-188	100 Miles	Tactical	PMRF	1991	20	20
				1992	40	40
				1993	40	40
R3104	170 Miles	Tactical	FACSFAC	1991	1006	1006
				1992	3850	3850
				1993	4160	4160
PTA	125 Miles	Tactical	Army	1991	2500	2500
				1992	6800	6800
				1993	7200	7200
R3103	125 Miles	Tactical	Army	1991	1225	1225
				1992	2500	2500
				1993	2850	2850
F18 Flt SOM	On Base	MSN Qual	MAG-24	1991	1500	1500
				1992	3200	3200
				1993	3480	3480
Ft Hase Beach	On Base	CPX Trng	MCBH	1991	450	400
				1992	1125	1000
				1993	1281	1220
CAST	On Base	Combined Arms Trng	CAST	1991	105	100
				1992	788	750
				1993	934	890

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

Determination of limiting factors pending completion of environmental impact study for BRAC 93. We do not expect to have any significant limiting factors based on information available at this time.

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

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
Academic Instruction	Sergeants Course	PME	200	250	50K	200	250	50K
	Career Course	PME				120	350	42K
	Advance Course	PME				60	400	24K

A = Students per year
B = Number of hours each student spends in this training facility for the type of training received
C = A X B

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

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

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
** Academic Instruction	47274 SF	1050 (See Note 1)	2,100,000
* B-2D Academic Instruction	2	33	68,640

* B-30 Academic Instruction	4	87	180,960
* B-32 Academic Instruction	1	40	83,200

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

[2] Design how the student HRS/YR value in the preceding table was derived..

* Based upon NAVFAC P-80. PN x 2,080.
** 1050 PN X 8 HRS/DAY X 250 Class Days/Yr = 2,100,000HRS/YR.
** NOTE 1: Using NAVFAC P-80 criteria of 45 Gross SF per student station.

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

None.

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

Buildings 30 and 32 are wood structures and as such inadequate.

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
** Applied Instruction Bldg.	14692	98 (See Note 1)	196,000
* Applied Instruction Bldg.	1	162	336,960

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

[2] Design how the student HRS/YR value in the preceding table was derived..

*** Based upon NAVFACP-80 criteria. PN x 2,080.**
**** 98 PN X 8 HRS/DAYX 250 Class Days/Yr = 196,000HRS/YR**
**** NOTE 1: Using NAVFACP-80 criteria of 150 Gross SF per student station.**

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

None.

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

As a wood structure, building will always be inadequate.

CCN: 171-25

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Auditorium Use			
Underwater Equip RD&T NUC (B.1181) Prim CCN 610-10	940 SF	78	156,000
Theater (B.1020) Prim CCN 171-10	9920 SF	624	1,248,000
Theater (B. 219)	12510 SF	900	1,800,000
(Ball Room) Enl Pers Club (B.1629) Prim CCN 740-63	10825 SF	902	1,804,000
BOQ Conf Rm (B.503) Prim CCN 724-11	3778 SF	314	628,000
*B4 Auditorium		589	1,225,120

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

[2] Design how the student HRS/YR value in the preceding table was derived..

*** 2,080 hours x 589 seats.**
**** Design Capacity (PN) X 8 HRS/DAY X 250 Class Days/Yr.**
**** NOTE 1: 52 WKS X 40 HR/WK = 2080, 589 was the number of seats in the theater prior to the asbestos removal project.**

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

In its present condition, the auditorium has been stripped of all furnishings and lighting as the result of an asbestos removal project. The stage and other wood structures are termite and dry rot damaged.

Additional Capacity:

Primary CCN:

610-10	62,400
171-10	499,200
740-56	720,000
740-63	721,600
724-11	251,200

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

The basic shell is sound and with adequate funding the theater could be back in use.

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
* Operational Trainer Facility	5988 SF	See Note 1	See Note 1

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

* Aircraft Cockpit Training Facilities.

[2] Design how the student HRS/YR value in the preceding table was derived..

N/A.

Per NAVFACP-80, facilities planning criteria for Navy and Marine Corps shore installations, space requirement is dictated by the size of the operational trainer rather than student loading.

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

Per NAVFAC P-80, facilities planning criteria for Navy and Marine Corps shore installations, space requirement is dictated by the size of the operational trainer rather than student loading.

14d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome. None.

CCN: 179-40

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Small Arms Range Outdoor	5 ea	73 FP	141,328

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

* Aircraft Cockpit Training Facilities.

[2] Design how the student HRS/YR value in the preceding table was derived..

73 FP X 8 HRS/DAY X 242 TRAINING DAYS/YR = 141,328HRS/YR.

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

73 FP X 8 HRS/DAY X 100 DAYS/YR (WEEKEND) = 58,400HRS/YR

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

Ranges may be impacted by weather conditions, however, due to the excellent weather conditions in Hawaii, ranges are operational throughout the year with little or no down time.

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

PARENT UIC 00318 AND 67385

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
0031867385	171-10	Academic Instr Bldg	22784	707	25158	50	2826	127	50768	884
	171-20	Applied Instr Bldg	9138	61	5554	21	3572	162	18264	244
	171-25	Auditorium	940	78	9814	589	-	-	10754	667
	171-35	Operationl Trainer Fac	3588	-	2400	-	-	-	5988	-

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
	171-77	Trng Mat Storage	2031	-	1100	-	-	-	3131	-
	179-40	Small Arms Range-Out	927393	73	-	-	-	-	927393	73
	749-55	Combat Trng Pool Tank	25598	38	-	-	-	-	25598	38
	740-56	Theater	12510	900	-	-	-	-	12510	900
	740-63	Enl Pers Club	10825	902	-	-	-	-	10825	902
	724-11	BOQ	-	-	3778	314	-	-	3778	314
	179-50	Course	43560	-	-	-	-	-	43560	-
	179-10	Inst Bldg	668	-	-	-	-	-	668	-
	179-60	Parade Deck	43560	-	-	-	-	-	43560	-

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

(1) a. Facility Type/Code: Academic Instruction 171-10 (B. P-32, Camp Smith).
b. What makes it inadequate? No fire protection.
c. What use is being made of the facility? Used per cat-code.
d. What is the cost to upgrade the facility to substandard? No cost has been projected.
e. What other use could be made of the facility and at what cost? No other use is practical.
f. Current improvement plans and programmed funding: No current improvement plans.
g. Has this facility condition resulted in C3 or C4 designation on your BASEREP? No.

(2) a. Facility Type/Code: Academic Instruction 171-10 (B. 30, Camp Smith).
b. What makes it inadequate? Siting.
c. What use is being made of the facility? Academic Instruction.
d. What is the cost to upgrade the facility to substandard: No cost has been projected.
e. What other use could be made of the facility and at what cost? No other use is practical.
f. Current improvement plans and programmed funding: No current improvement plans.
g. Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

(3) a. Facility Type/Code: Applied Instruction 171-20 (B. 36, Camp Smith).
b. What makes it inadequate? Siting.
c. What use is being made of the facility? Applied Instruction.
d. What is the cost to upgrade the facility to substandard? No cost has been projected.
e. What other use could be made of the facility and at what cost? No other use is practical.
f. Current improvement plans and programmed funding: No current improvement plans.
g. Has this facility condition resulted in C3 or C4 designation on your BASEREP? No.

SHIP BERTHING CAPACITY

15a. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the

additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
127/42 Yrs	155-21	66 (2)ea 58 (2)ea	10-15	31 (2)ea 16 (2)ea	5	N	NA	None
149/42	151-40	490 (2)ea	30	NA	16	N	NA	None
1299/1	750-60	656	10-15	27 (10) ea 20 (12) ea 58 (2)ea	8	N	NA	None
1662/ 19	155-20	81 (2)ea	6-10	NA	5.5	N	NA	None
1663/ 19	154-20	250 Quay wall	6-10	NA	5.5	N	20,000	None
1698/ 16	740-87	178 Quay wall	10-15	NA	NA	N	NA	None

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if on-pier structure limits open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

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

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
127	N	128	NA	Hose Bibbs	NA	NA	NA	31'x66' 2slips 16'x58' 2slips
149	N	10	NA	Hose Bibbs	NA	NA	NA	490 LFT 2 ea
1299	N	20	NA	Hose Bibbs	NA	NA	NA	6'x81' 1 ea

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
1662	N	20	NA	Hose Bibbs	NA	NA	NA	250 LFT
1698	N	None	NA	None	NA	NA	NA	178 LFT

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

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

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
N/A				

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

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

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
N/A				

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

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

Existing Pier (490' x 40' x 8') is adequate to accommodate the visiting ships, including fuel barge, Coast Guard bouy tender and Army cargo ship.

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

Fuel Barge - Monthly for 2 days.
Coast Guard Bouy Tender - Twice a year for 5 days.
Army Cargo Ship - Twice a year for 3 days.

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

Cold Iron Ship berthing is not applicable on this Station.

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

Limited water depth can only accommodate ships with draft not deeper than 26 feet.

FACILITIES

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

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

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total	
		NAVFAC	Surge	NAVFAC	Surge
CH46E	24	43	637	67	661
CH53D	14	7	228	21	242

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

Using NAVFAC P-80 standard measures - % mix calculation:

CH46 % = 24/38 = 63%
CH53 % = 100% - 63% = 37%

From Table 113-20B of NAVFAC P-80

CH46 requires 1533 SY/Helo @ 90° parking
CH53D required 2784 SY/Helo @ 90° parking

Per 17 Mar 94 FPD, 163859 SY Aircraft parking apron space available.

Use 63% x 163859 SY space for CH46 = 103,231 SY
Use 37% x 163859 SY space for CH53 = 60,628 SY

Total capacity for CH46 = 103,231 SY/1533 SY/Helo = 67 CH46s
Total capacity for CH53 = 60,628 SY/2784 SY/Helo = 21 CH53s

TOTAL SURGE CALCULATIONS:

Area of aircraft with rotors folded and 10 feed clearance between each aircraft:

	Dimensions w/ Clearance	Area/ Aircraft
CH46E	56' x 25'	1400 SF = 156 SY
CH53D	66' x 34'	2244 SF = 250 SY

103,231 SY/156 SY/Aircraft = 661 CH46s
60,628 SY/250 SY/Aircraft - 242 CH53s

Includes peripheral and interior taxilanes.

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

Parking Apron Location/ Designator	Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMCStation A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
Apron NW H.105	251,700		59,400			153,000	
Apron E. H.101	247,500						
Apron S. H.101	150,000						
Column Totals	649,200		59,400			153,000	[1] 861,600

[1] Grand total

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

None

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

(1) Project P-268 would provide additional 125,000SY of aircraft parking apron area at an estimated cost of $17,004,000.

$ 9,500,000@ 125,000SY X $ 76/SY
\+ 7,504,000(LS) - relocate displaced facilities

$ 17,004,000(Total)

See attached FY95 MILCON Project Data #P-268 (11 JUN 93)

(2) Project P-284 would provide additional 45,000SY of aircraft parking apron area at an estimated cost of $3,420,000.

$3,420,000@ 45,000SY X $76/SY

See attached FY95 MILCON Project Data #P-284 (11 JUN 93)

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

Determination of limiting factors pending completion of environmental impace study for BRAC 93.

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

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions WXL (Ft)	Limiting Height (Ft)	Current Usage (CCN)	In SF			
						Adequate	Substandard	Inadequate	Total
101	I	1941	240x318	31.9	Maint Hgr (21105)		66,800		66,800
*102	I	1941	240x318	32.0	Str Air/Grd 44112	5,600			5,600
*103	I	1941	240x318	31.9	Grd Spt Eqp 21861	41,044			41,044
104	I	1941	240x318	31.9	Str Air/Grd 44112		76,800		76,800
105	I	1943	240x318	31.8	Maint Hgr 21106		66,800		66,800
375	O	1944	156x100	45.0	Eng Mnt Shp 21121		19,740		19,740
5069	O	1990	107x106	33.0	Corr Ctrl Hgr 21103	15,393			15,393

* Temporary storage use until operations ACFT arrival.

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

17b. For each **hangar** provide **space allocation** information listed in table below. Indicate if OPS/ADMIN space is in a non-contiguous building, Provide subtotal for each hangar. * Module assumed to be 1/2 of hangar.

Hangar #/ID/Type	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces [2,3]		
					#/ Module	SF	Elec. Pwr.
101/I	HMM364/ HMM265	12,346	13,134	29,280/ 35,520	22	64,800	N
102/I	MALS-24	8,800	9,588	31,920/ 36,960		68,880	N
103/I	MALS-24	12,346	13,134	27,600/ 34,560		62,160	N
104/I	1ST MEB	12,346	13,134	36,960/ 31,920		68,880	N
105/I	SOMS/ HMH463	12,346	13,134	28,899/ 35,520	16	64,320	N
TOTAL		58,184	62,124	154,560/ 174,480		321,040	-

[1] Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)
[2] Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces
[3] Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

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

Projects P-270T and P-294T will renovate hangars 103 and 104, respectively. See attached DD Forms 1391, pages 28B and 28C.

The present hangar space fulfills the needs of MAG-24. There is hangar space available to house two squadrons in addition to the squadrons currently assigned. Currently 3 of 5 hangar spaces used to house (5) USMC helo squadrons and MALS Supply.

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

Project P-284 would provide additional 59,575 SF of hangar space at an estimated cost of $9,354,000(cost of taxiway, parking apron, & other related functions are not included).

$9,354,000= 59,575 SY x $157 SY

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

There is a fixed amount of space that new hangars can be built on due to the coast line surrounding the airfield and facilities currently occupying the space.

Determination of limiting factors pending completion of environmental impact study for BRAC 93.

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

Squadron/Detachment	#/Type Aircraft	Deployed Location
*VMFA/A-235	F/A-18C	MCAS Iwakuni, Japan
HMM-165	CH-46E	MCAS Futenma, Japan

* Upon completion of deployment, will PCS to El Toro 3d MAW.

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

Squadron/Detachment	#/Type Aircraft	Hanger Module Assignment
*VMFA-235	F/A18C	103 Bayside

* Upon completion of deployment, will PCS to El Toro 3d MAW.

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

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

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
CH46E	24	48	84	72	108
CH53D	14	18	34	32	48

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.

Maintaining approximate mix of CH46E and CH53D aircraft, use 3 hangars (6 modules) for CH46E and 2 hangars (4 modules) for CH53D aircraft.

With rotor blades folded, dimensions for aircraft are:

CH46E 15'W 46'L
CH53D 24'W 56'L

(1) Using NAVFAC P-80 criteria, table 113-20A and figure 113-20A, allowable clearance between aircraft is C-B dimension.

For CH46E, C-B = 85'-50' = 25'
For CH53D, C-B = 108'-72' = 36'

For typical hangar module (1/2 of a hangar) able to safely park:

8 CH53D aircraft (2 rows of aircraft)
12 CH46E aircraft (2 rows of aircraft)

6 modules x 12 CH46E/module = 72 CH46E aircraft
4 modules x 8 CH53D/module = 32 CH53D aircraft

Surge calculation based on 10 feet clearance between aircraft (CH46E & CH53D).

For typical hangar module (1/2 hangar), able to park:

12 CH53D aircraft (2 rows of aircraft)
18 CH46E aircraft (2 rows of aircraft)

6 modules x 18 CH46E/module = 108
4 modules x 12 CH53D/module = 48

	STREET SIDE (NORTH)	BAY SIDE (SOUTH)	VERTICAL OPENING (EXTERIOR FASCIA TO GRADE)	
HANGAR 101	148'W 240'L	122'W 240'L	31.9 E	32.0 W
HANGAR 102	154' 240'	133' 240'	32.0	32.0
HANGAR 103	144' 240'	115' 240'	32.0	31.9
HANGAR 104	156' 240'	154' 240'	32.0	31.9
	133'*	126'*		
HANGAR 105	148' 240	120' 240'	31.9	31.8

* Indicates dimension with centerline trailers (movable).

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

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Substandard	Inadequate	Total		
211-01	Aircraft Acoustical Enclosure	-	-	-	-	-	-
211-02	Nose Hangar	-	-	-	-	-	-
211-03	Corrosion Control Hangar	15,393	-	-	15,393	2	1987 1990
211-75	Parachute/Survival Equipment Shop	-	4,524	-	4,524	1	1958
211-81	Engine Test Cell	600	2,684	-	3,284	2	1960 1988
211-88	Power Check Pad with Sound Suppression	-	-	-	-	-	-

211-89	Power Check Pad without Sound Suppression	-	600	-	600	3	1942
211-96	Maintenance, Aircraft Spares Storage	8,161	2,444	-	10,605	32	1941 1942 1943
116-10	Airfield Washrack Pavement	1,606	-	-	1,606	1	1975
116-15	Aircraft Rinse Facility	910	-	-	910	1	1984
214-30	Refueling Vehicle Shop	1080	-	750	1830	2	1950 1956
218-60	Aircraft Ground Support Equipment	10,262	4,100	-	14,362	3	1945 1962 1979
	Other						

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

Building 1545, a vehicle refueler shed is badly corroded. Currently used to shelter refueling operations from the weather. The facility would not be suitable for other use. Plans to construct a new facility (and demolishing the existing plans are being considered. To remove the "inadequate deficiency would cost approximately $60K (estimated replacement cost).

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

Aircraft Type	Current # of Aircraft	Additional # of Aircraft	Total
CH-46E	36	-	36
CH-53D	14	4	18
F/A-18C	0	0	0

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

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

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

A portion of project P- (BRAC-93) will modify existing Hangar 104 shop spaces to bring 14,900SF to adequate conditions at a cost of $2,033,000.

19d. What additional projects could be added to provide additional maintenance capacity? At what estimated cost? Provide details and assumptions for all calculations. AIMD alterations/additions, MILCON P-272T with cost estimate of $9,600,000PACDIV project documentation.

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

Limiting factors include:

Some land areas (aircraft parking/runway/helo-landingareas) are bordered by ocean explosive safety areas (a combat aircraft loading area - CALA,and an ordnance assembly facility, both generate ESQD arcs).

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

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF	2,500	1,111	-	3,611	2
121-10	Direct Fueling	OL/GM	4/800	-	-	4/800	2
124-30	Fuel Storage	GA	229,480	2,550,000	-	2,779,480	6
421-xx	Ammunition Storage	CF/TONS	215,748	149,371	7,140	372,259	45
425-xx	Open Ammunition Storage	SF	-	-	-	-	-
113-20	Parking Aprons	SF	-	163,859	-	163,859	7
113-40	Access Aprons	SF	-	63,181	-	63,181	2
116-56	Combat Aircraft Ordnance Loading Area	SF	21,644	-	-	21,644	1
	Other						

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

Obsolete earth-covered, ordnance related facilities 715, 1383, 1384, 1511, 1586, 1587 and 1588 are inadequate because each have deficiency codes (F30) indicating total structural deterioration on the Facilities Planning Documents (FPDs) for their respective CCNs (421-xx).

Each facility is vacant due to inadequate conditions. Bldgs. 1383 and 1384 to be demo/replaced via KB355RS for $106K, all other facilities are considered for demolition/replacement but unprogrammed.

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

BRAC 93 project P-287T will construct 1,100 SY of Helicopter landing pad space with a project cost of $1,250K.

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

No additional projects required.

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

Determination of limiting factors pending completion of environmental impact study for BRAC 93. Some areas of known archeaological sensitivity (wildlife management areas) and limited land areas, by virture of being located on a peninsula. However, no major limiting factors are anticipated at this time.

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

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equiment/Supplies stored
Helo CH46/SQ	600	3816	Spare Materials/Parts
Helo CH53/SQ	900	5340	Spare Materials/Parts

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

CCN	Facility Type	Ave Age	Unit Measure	Adequate	Substandare	Inadequate	Total	Comments
441-xx	General Supply Storage-Covered	35	SF	228,158	505,815	115,564	849,537	
451-xx	General Supply Storage - Open							

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

(1) a. Facility Type/Code: MARCOR SASSY Warehouse 441-14 (PCA B. 74)
b. What makes it inadequate? Condition of fire protection, structural condition, lighting.
c. What use is being made of the facility? MARCOR SASSY Warehouse.

d. What is the cost to upgrade the facility to substandard? N/A. To be disposed of (sold).
e. What other use could be made of the facility and at what cost? N/A. To be disposed of (sold).
f. Current improvement plans and programmed funding: Land/facilities planned for sale to relocate all warehousing on MCBH Kaneohe Bay.
g. Has this facility condition resulted in C3 or C4 designation on your BaseRep? No.

(2) a. Facility Type/Code: Hazardous/Flammable Store House 441-30 (B. 3099, B.4067).
b. What makes it inadequate? Site location.
c. What use is being made of the facility? Vacant, in path of new construction.
d. What is the cost to upgrade the facility to substandard? N/A. Scheduled for demotion.
e. What other use could be made of the facility and at what cost? N/A. Scheduled for demolition.
f. Current improvement plans and programmed funding: Scheduled for demolition, in path of new construction.
g. Has this facility condition resulted in C3 or C4 designation on your BaseRep? No.

(3) a. Facility Type/Code: Sta Air/Grd Org UTS MARCOR 441-12 (B.674)
b. What makes it inadequate? Site requirements/condition (Deficiency Codes A30, D30 per NAVFAC P-78).
c. What use is being made of the facility? Vacant.
d. What is the cost to upgrade the facility to substandard? N/A. Scheduled for disposal.
e. What other use could be made of the facility and at what cost? N/A. Scheduled for demolition.
f. Current improvement plans and programmed funding: None. Scheduled for disposal.
g. Has this facility condition resulted in C3 or C4 designation on your BaseRep? No.

(4) a. Facility Type/Code: Sta Air/Grd Org UTS MARCOR 441-12 (B.269).
b. What makes it inadequate? Facility design/condition (Deficiency Codes A30, C30 per NAVFAC P-78).
c. What use is being made of the facility? Sta Air/Grd Org UTS MARCOR.
d. What is the cost to upgrade the facility to substandard? N/A. Scheduled for disposal.
e. What other use could made of the facility and at what cost? N/A. Scheduled for disposal.
f. Current improvement plans and programmed funding: None. Scheduled for disposal.
g. Has this facility condition resulted in C3 or C4 designation on your BaseRep? No.

(5) a. Facility Type/Code: Sta Air/Grd Org UTS MARCOR 441-12 (B. 103).
b. What makes it inadequate? Aircraft hangar not designed for use as storage facility.
c. What use is being made of the facility? Sta Air/Grd Org UTS MARCOR.
d. What is the cost to upgrage the facility to substandard? N/A. Converted to original use.
e. What other use could made of the facility and at what cost? Aircraft hangar, $0.
f. Current improvement plans and programmed funding: Conversion to aircraft hangar spaces, $0.
g. Has this facility condition resulted in C3 or C4 designation on your BaseRep? No.

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

Squadron/Det	Storage: (O)pen or (C)overed	Laydown: SF	Location	Navy (O)wned or (L)eased
BSSG-1	C	254,960	Pearl City	O (Marine Corps owned)
BSSG-1	C	170,240	Ford Island	O

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

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
Production Facilities	220-xx	1,200	-	-	1,200
RDT & E Facilities	300-xx	43,375	12,237	-	55,612
Supply Facilities	400-xx	221,672	512,995	115,550	850,217
Hospital, Medical, Dental	500-xx	61,203	9,580	-	70,783
Administrative Facilities	600-xx	299,564	122,782	-	422,346
Utilities/Grounds Improvements	800-xx	12,602,374	6,011,235	-	18,613,609
	TOTAL	13,229,388	6,668,829	115,550	20,013,767

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

1. (a) Facility Type/Code: Fuse/Detonator Magazine/421-12 (B.1588)

   (b) What makes it inadequate: Facility condition. (See deficiency code F30, in NAVFAC P-78).

   (c) What use is being made of the facility: Vacant.

   (d) What is the cost to upgrade the facility to substandard: N/A. Planned for disposal.

   (e) What other use could be made of the facility and at what cost: N/A. Planned for disposal.

   (f) Current improvement plans and programmed funding: None, planned for disposal. Replacement magazine has been approved.

   (g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

2. (a) Facility Type/Code: High Explosive Magazine/421-22 (B.1589).

   (b) What makes it inadequate: Facility condition. (See deficiency codes F30, in NAVFAC P-78).

   (c) What use is being made of the facility: Vacant.

   (d) What is the cost to upgrade the facility to substandard: N/A. Scheduled for disposal.

   (e) What other use could be made of the facility and at what cost: N/A. Scheduled for disposal.

   (f) Current improvement plans and programmed funding: Scheduled for disposal. Replacement magazine has been approved.

(g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

3. (a) Facility Type/Code: Inert Storehouse/421-32 (B.715/B.1511).

(b) What makes it inadequate: Facility condition. (See deficiency codes F30, in NAVFAC P-78).

(c) What use is being made of the facility: Vacant.

(d) What is the cost to upgrade the facility to substandard: N/A. Scheduled for disposal, located near recreational area.

(e) What other use could be made of the facility and at what cost: Scheduled for disposal, located near recreational area.

(f) Current improvement plans and programmed funding: P-687 (MILCON-unprogrammed) planned for construction of 20,000 SF of inert storage.

(g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

4. (a) Facility Type/Code: Smokedrum Storehouse/421-42 (B.1587).

(b) What makes it inadequate: Facility condition. (See deficiency codes F30, in NAVFAC P-78).

(c) What use is being made of the facility: Vacant, smokedrums have been removed and relocated.

(d) What is the cost to upgrade the facility to substandard: N/A. Scheduled for disposal.

(e) What other use could be made of the facility and at what cost: N/A. Scheduled for disposal.

(f) Current improvement plans and programmed funding: None, scheduled for disposal.

(g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

5. (a) Facility Type/Code: Small Arms Pyrotechnic Magazine/421-48 (B.1384/B.1586).

(b) What makes it inadequate: Facility condition.

(c) What use is being made of the facility: Vacant.

(d) What is the cost to upgrade the facility to substandard: N/A. Scheduled for disposal.

(e) What other use could be made of the facility and at what cost: N/A. Scheduled for disposal.

(f) Current improvement plans and programmed funding: KB-355RS will replace facility w/new prefab steel magazine.

(g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

6. (a) Facility Type/Code: Sta Air/Grd Org UTS MARCOR/441-21 (B.103).

(b) What makes it inadequate: Aircraft hangar not designed for use as storage facility.

(c) What use is being made of the facility: Sta Air/Grd Org UTS MARCOR

(d) What is the cost to upgrade the facility to substandard: N/A. Converted to original use.

(e) What other use could be made of the facility and at what cost: Aircraft hangar, $0.

(f) Current improvement plans and programmed funding: Conversion to aircraft hangar spaces - $0.

(g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

7. (a) Facility Type/Code: Sta Air/Grd Org UTS MARCOR/441-12 (B.269/B.674).

(b) What makes it inadequate: Facility design/condition. (See Deficiency Codes A30, C30 in NAVFAC P-78).

(c) What use is being made of the facility: B.269 used as Sta Air/Grd Org UTS MARCOR; B.674 is vacant.

(d) What is the cost to upgrade the facility to substandard: N/A. Scheduled for disposal.

(e) What other use could be made of the facility and at what cost: N/A. Scheduled for disposal.

(f) Current improvement plans and programmed funding: None. Scheduled for disposal.

(g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

8. (a) Facility Type/Code: MARCOR SASSY Warehouse/441-14 (PCA B.74).

(b) What makes it inadequate: Condition of fire protection, structural condition, lighting.

(c) What use is being made of the facility: MARCOR SASSY Warehouse.

(d) What is the cost to upgrade the facility to substandard: N/A. To be disposed of (sold).

(e) What other use could be made of the facility and at what cost: N/A. To be disposed of (sold).

(f) Current improvement plans and programmed funding: Land/facilities planned for sale to relocate all warehousing on MCBH-Kaneohe.

(g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

9. (a) Facility Type/Code: Hazardous/Flammable Storehouse/441-30 (B.3099/B.4067).

(b) What makes it inadequate: Site location.
(c) What use is being made of the facility: Vacant, in path of new construction.

(d) What is the cost to upgrade the facility to substandard: N/A, scheduled for demolition.

(e) What other use could be made of the facility and at what cost: N/A, scheduled for demolition.

(f) Current improvement plans and programmed funding: Scheduled for demolition, in path of new construction.

(g) Has this facility condition resulted in C3 or C4 designation on your BASEREP: No.

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

For Camp Smith ONLY	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)		5,000	2,800	3,700
Natural Gas (CFH)	None			
Sewage (GPD)		7,918,700	125,050	388,220
Potable Water (GPD)		720,000	267,000	1,500 GPM
Steam (PSI & lbm/Hr)	None			
Long Term Parking	None			
Short Term Parking	1,600			

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

No upgrades/expansions budgeted through FY97 for utilities capacity.

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

No adverse impact, no increase in loading. FY93 Housign MCON projects #H304 & H305 will have minor impact on utilities, adding 518,000 GPD peak flow of sewage, 729,000 GPD max day demand for water and 750 kw max demand for electricity. Water service contract may have to be modified for increased demand. Sewage treatment plant may require expansion for any future projects after #H304 and #H305.

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

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

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

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

UIC M00318/67385

Fiscal Year	MRP ($)M	CPV ($)M	ACE ($)M
FY1985	Not Available	849	Not Available
FY1986	Not Available	894	Not Available
FY1987	Not Available	941	Not Available
FY1988	22.4	990	Not Available
FY1989	18.6	1043	Not Available
FY1990	18.8	1097	Not Available
FY1991	19.4	1155	4
FY1992	17.4	1216	1.71
FY1993	12.7	1280	1.05
FY1994	13.3	1344	*133K (Camp Smith) *400K (Kaneohe)
FY1995	19.7	1411	1.31
FY1996	20.8	1482	1.41
FY1997	22.0	1556	1.41

* Estimated 1.3M in requirements are there for barracks furniture.

CPV estimated +/- 5.% per year from actual $1280 million. FY-93 figure 5% include 1% for new construction + 4% for inflation. FY-93 figures obtained from NAVFAC P-164.

Figures are gathered from the Naval Facilities Asset Data Base
Transaction Ledger compiled by the Facilities Systems Office in Port Hueneme, CA, NAVFAC P-164 and Base Maintenance and Repair Cost record.

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

Camp Smith

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 300 721-11	42	14	42	8802				
BEQ 301 721-11	24	8	24	4752				
BEQ 302 721-11	74	2	74	11040				
BEQ 303 721-11	74	2	74	11040				

In accordance with NAVFACINST 11010.44E,an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

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

Camp Smith

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 403 721-11	69	23	69	7834				
BEQ 403 721-12	9	9	9	3065				
BEQ 404 721-11	12	4	12	1483				
BEQ 404 721-13	13	26	13	9446				

Camp Smith

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 401 721-11	72	30	72	8719				
BEQ 401 721-12	6	6	6	2180				
BEQ 402 721-11	48	16	48	5813				
BEQ 402 721-12	14	14	14	5086				

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BOQ 503 724-20	39	78	39	19800				
BOQ 503 724-11	20	40			20	10080		
BOQ 503 724-12	28	56			28	14120		
BEQ 386 721-13 (NT1)	52	104	52	26200				
BEQ 5071 721-13 (NT1)	53	106	53	21200				
BEQ 221 721-11			85	8200				
BEQ 222 721-11			85	8200				
BEQ 225 721-11	75	25	75	7300				
BEQ 225 721-12	6	3	6	900				
BEQ 226 721-11	78	26	78	7300				
BEQ 226 721-12	4	2	4	600				
BEQ 227 721-11	75	25	75	7300				
BEQ 227 721-12	6	3	6	900				
BEQ 228 721-11	78	26	78	7600				
BEQ 228 721-12	4	2	4	600				
BEQ 229 721-11	75	25	75	7300				
BEQ 229 721-12	6	3	3	900				
BEQ 230 721-11	75	25	75	7300				
BEQ 230 721-12	6	3	3	900				
BEQ 1028 721-11	78	39	78	9000				
BEQ 1028 721-12	6	6	6	1400				
BEQ 1029 721-11	78	39	78	9000				
BEQ 1029 721-12	6	6	6	1400				
BEQ 1030 721-11	46	23	46	5300				

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 1030 721-12	3	3	3	700				
BEQ 1031 721-11	46	23	46	5300				
BEQ 1031 721-12	3	3	3	700				
BEQ 1032 721-11	78	39	78	9000				
BEQ 1032 721-12	6	6	6	1400				
BEQ 1033 721-11	50	N/A			50	4500		
BEQ 1034 721-11	100	N/A			100	9000		
BEQ 1035 721-11	135	N/A			135	12500		
BEQ 1036 721-11	135	N/A			135	12500		
BEQ 1043 721-11	35	N/A			35	3500		
BEQ 1045 721-11	50	N/A			50	4500		
BEQ 1046 721-11	105	35	105	9400				
BEQ 1046 721-12	8	4	8	1200				
BEQ 1047 721-11	105	35	105	9400				
BEQ 1047 721-12	8	4	8	1200				
BEQ 1048 721-11	60	20	60	5400				
BEQ 1048 721-12	4	2	4	600				
BEQ 1049 721-11	60	20	60	5400				
BEQ 1049 721-12	4	2	4	600				

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 1050 721-11	93	31	93	8400				
BEQ 1050 721-12	8	4	8	1200				
BEQ 1051 721-11	60	20	60	5400				
BEQ 1051 721-12	4	2	4	600				
BEQ 1053 721-11	93	31	93	8400				
BEQ 1053 721-12	8	4	8	1200				
BEQ 1056 721-11	90	30	90	8100				
BEQ 1056 721-12	6	3	6	800				
BEQ 1057 721-11	145	N/A			135	12500		
BEQ 1059 721-11	90	30	90	8100				
BEQ 1059 721-12	6	3	6	800				
BEQ 1060 721-11	57	19	57	5200				
BEQ 1060 721-12	4	2	4	500				
BEQ 1061 721-11	57	19	57	5200				
BEQ 1061 721-12	4	2	4	500				
BEQ 1062 721-11	90	30	90	8100				
BEQ 1062 721-12	4	2	4	800				
BEQ 1063 721-11	90	30	90	8100				
BEQ 1063 721-12	6	3	6	800				

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 1064 721-11	85	N/A			85	8300		
BEQ 1094 721-11	24	12	24	2800				
BEQ 1094 721-12	6	6	6	1400				
BEQ 1096 721-11	24	12	24	2800				
BEQ 1096 721-12	3	3	3	700				
BEQ 1604 721-11	258	86	258	23200				
BEQ 1604 721-12	20	10	20	2700				
BEQ 1632 721-11	198	66	198	17800				
BEQ 1632 721-12	12	6	12	1600				
BEQ 1633 721-11	228	76	228	20500				
BEQ 1633 721-12	16	8	16	2200				
BEQ 1634 721-11	258	86	258	23200				
BEQ 1634 721-12	20	10	20	2700				
BEQ 1635 721-11	198	66	258	23200				
BEQ 1635 721-12	12	6	20	2700				
BEQ 1654 721-11	228	76	228	20500				
BEQ 1654 721-12	12	6	20	2700				
BEQ 1655 721-11	258	86	258	23200				
BEQ 1655 721-12	20	10	20	2700				

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 1656 721-11	291	97	291	26200				
BEQ 1656 721-12	22	11	22	3000				
BEQ 5070 721-11	188	94	188	18800				
BEQ 5070 721-12	12	12	12	2400				

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

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
NOTE: Same as 25a.								

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

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

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

Based on the troop strength provided in the draft FSR faxed to MCBH by Major Steve Sublett on 13 May 1994, there is no additional BOQ or BEQ requirements to program for in FY2001. Sufficient adequate space based on the current minimum standards of adequacy (MSA) exists to house bachelors in accordance with the proposed draft FSR.

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

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	84	84	0	0
Officer	3	260	260	0	0
Officer	1 or 2	32	32	0	0
Enlisted	4+	361	361	0	0
Enlisted	3	942	942	0	0

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Enlisted	1 or 2	692	692	0	0
Mobile Homes	0	0	0	0	0
Mobile Home lots	0	0	0	0	0

The total number of units (2371) includes 2197 units at Kaneohe, 168 units at Manana Housing area and 6 units at Camp Smith. The 2,197 units at Kaneohe includes the 276 (802 Housing) units, which are on-base used almost exclusively by USMC, and are on Army account for administrative purpose. The 276 (802 Housing) units are expected to return to our plant account as OCFH is in the process of deconsolidation.

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

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

26b. What **additional family housing requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments? None.

250 quarters are planned for construction at the Halawa Heights Headquarters area (Camp H. M. Smith) in FY97 as 802 Housing (non-

BRAC). 300 quarters are planned for construction at MCBH Kaneohe Bay in FY95 (non-BRAC).

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

UIC 62755: Housing at Pearl Harbor for Camp Smith Marines, under Navy Plant Account.
UIC W3RBAA: Housing at Pearl Harbor for Kaneohe Marines, under Navy Plant Account.

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

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
722-10 Dining Facility Bldg. 200	7560	198	7560					85
722-10 Dining Facility Bldg. 1089	58100	740	58100					1308

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	

In accordance with NAVFACINST 11010.44E,an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

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

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

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
Messhall 722-10/1089	58100	740	58100					1308
Messhall 722-10/200	7560	198	7560					85

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

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

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

None.

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

Real Estate Resources

Site Location: Camp H. M. Smith, Puuloa Training Facility, Manana Housing Area

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	N/A			
Operational	N/A			
Training	N/A			
R & D	N/A			

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Supply & Storage	4	2	0	2
Admin	N/A			
Housing	60	0	0	60
Recreational	N/A			
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	N/A			
Hunting/Fishing Programs	N/A			
Other	N/A			
Total:	4	2	0	62

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

Camp H. M. Smith, the Puuloa Training Facility and the Manana Housing area are not suited for support basing/training of aircraft/aircrews. It is a site utlized for administrative support other than the Puuloa Training Facility which is used for rifle and pistol qualification.

Real Estate Resources

Site Location: Kaneohe Bay

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	128	76		52
Operational	499	499		
Training	322			
R & D				
Supply & Storage	172	100		72
Admin	81	50		31
Housing	564	450	57	57
Recreational	161	161		

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Navy Community Services	152	110		42
Open Space	35		35	
Utility	48	48		
*Other Constraint Area	788			
Total:	2950			354

* Constraint area includes wetlands, archaeological sites, ESQD ARCS and Wildlife Management Area.

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

There are numerous features of this Air Facility which make it an ideal site for the training of other aircraft types and aircrews. Since its activation in 1952, this site has provided invaluable training for Marine Corps aviation. The current infrastructure of runways, hangars, support facilities, highly favorable ACUIZ, favorable climate, housing, BOQ/BEQs, and closeness of adjacent training areas all enhance the viability of this facility. Historically, this facility has easily accommodated up to 100,000take-offs and landings per year in support of tenant and transient units. With the proper manning and additional equipment, this operational tempo could be doubled. Additionally, this site is the only Naval/USMC Air Facility still operational between the continental United States and the Western Pacific that has not been subject to previous BRAC action. The strategic importance of its geographical position alone, coupled with its current infrastructure easily reflect the unique value of the facility. This fact should not be lost on long term planners when comtemplating short term gains. Specific infrastructure facts are included throughout this and subsequent BRAC data calls.

Real Estate Resources

Site Location: Bellows AFS

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training*	1234	726	508	
R & D				
Supply & Storage				
Admin				
Housing				

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other				
Total:				

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

Currently Marines are using two non-contiguous parcels for infantry and helo training totaling 726 acres at Bellows AFS. A recent Congress study of land uses at Bellows AFS, recommends to relocate the Air Force (AF) communications functions from bellows AFS to the Navy's Radio Transmitter Facility (RTF), Lualualei, and expand training into the communications area vacated at Bellows. Therefore, the total training area for Marines will be 1,234 acres at Bellows AFS.

Real Estate Resources

Site Location: Molokai Training Facility

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training	12.01	6.0		6.01
R & D				
Supply & Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Hunting/Fishing Programs				
Other				
Total:				

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

Real Estate Resources

Site Location: Pearl City Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training				
R & D				
Supply & Storage	27.09	17.09		10
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other				
Total:				

29b. Identify the features of this air station that make it a strong candidate for basing/training other types of

aircraft/aircrews and other operational units in the future.

ORDNANCE COMMODITY TYPES

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

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

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

Total Facility Ordnance Stowage Summary

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
1509	11	539	SEE NOTE		PHY CAP	39360
1510	434	2553			PHY CAP	44280
1512	37	1894			PHY CAP	42024
1513	38	1391			PC 1.2	42024
1514	76	2592			1000 1.2(08)	39744
1515	12	590			4500 1.1	42228
1516	11	940			8000 1.1	50184

1517	23	968			25000 1.1	49344
1518	42	1806			60000 1.1	42024
5023B	.4	24			10000 1.1	880
5023C	1.1	63			10000 1.1	880
701	3	650			3000 1.3	10000
707	9	676			30000 1.3	10000
624	14.5	65	14.5	65	66	700
TOTAL	712.0	14751			N/A	413672

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

- Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/ Stowage/Issue (RSSI); transhipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

Total Facility Ordnance Stowage Summary

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
624/Magazine	5.56mm	Training	N/A
624/Magazine	9mm	Training	N/A

Additional comments:

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

Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
624 Magazine/ Small Arms	100' R Class 1.4 Unlimited		Y	N	N/A

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

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

Related Ordnance Support

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	N		
Testing	N		
Manufacturing	N		
Outload	N		
Technical Support	N		

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print _____ Signature _____

Title _____ Date _____

Activity _____

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print _____ Signature _____

Title _____ Date _____

Activity _____

In certify that the information 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 belief.

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

NAME (Please type of print R.K. RIGGS _____ Signature _____

Acting Deputy Chief of Staff
for Installations and Logistics

Title _____ Date 9 Nov 1994

BRAC-95 CERTIFICATION

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

DATA CALL: 16

ACTIVITY: MCB HAWAII

PAGE (S): 5, 14, 15, 15a, 15b, 15c, 15d, 15e, 18, 18a

BSWG REVIEW OFFICIAL

G.W. MOORE (MAJOR)
NAME (Please type or print)

LONG RANGE LAND USE PLANNER
Title

G W Moore
Signature

5 NOV 94
Date

BRAC-95 CERTIFICATION

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

K. E. GREGORY
NAME (Please type or print)

K E Gregory
Signature

Lieutenant Colonel, USMC
Title

11 October 1994
Date

Division

G-3
Department

MCBH, KANEOHE BAY, HAWAII
Activity

CORRECTIONS TO DATA CALL #16

Enclosure (1)