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**CLOSE HOLD**

**NAS WHITING FIELD**

**JOINT CROSS-SERVICE**

**CATEGORY:**

**UNDERGRADUATE PILOT TRAINING**

**MILITARY VALUE ANALYSIS:  
DATA CALL WORK SHEETS**

**4 May 94**

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

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

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

**Mission Requirements**

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

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

Ground Unit/MTOE	Training Function
<b>MARINE AVIATION SUPPORT GROUP</b>	<b>ATC/COMMUNICATIONS (NASWF)</b>
<b>MARINE RESERVE FORCES</b>	<b>NIGHT MANEUVERS (NOLF'S)</b>

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

Operational Unit/TDA	Training Function
<b>ALABAMA AIR GUARD</b>	<b>ATC COMMUNICATIONS EXERCISES (NASWF, NOLF'S)</b>
<b>ALABAMA NATIONAL GUARD</b>	<b>COMMUNICATIONS EXERCISES (NOLF'S)</b>
<b>FLORIDA NATIONAL GUARD</b>	<b>COMMUNICATIONS EXERCISES (NOLF'S)</b>
<b>SEABEES</b>	<b>CONSTRUCTION TRAINING (NASWF)</b>

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

Forges	Location/Distance	Type of Support	Frequency
<b>NONE</b>			

**Mission Requirements (cont.)**

**B. Operational Squadron Support**

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

**NO OPERATIONAL SQUADRONS BASED AT THIS COMMAND.**

Squadron Name	Aircraft Type(s)	Mission
N/A	N/A	N/A

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

Service/Agency/ Custodian	Aircraft Type(s)	Mission
<b>U.S. CUSTOMS</b>	<b>H-57</b>	<b>PRIMARY: INTERDICT AERIAL SMUGGLING OF CONTRABAND INTO THE UNITED STATES.</b>
	<b>CESSNA 210</b>	
	<b>PIPER PA31</b>	
	<b>CE 550</b>	<b>SECONDARY: SUPPORT LOCAL, STATE, AND FEDERAL LAW ENFORCEMENT.</b>
	<b>BE 200</b>	

**Mission Requirements (cont.)**

B. Operational Squadron Support (cont.)

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

**NO NON-TRAINING AIRCRAFT ASSIGNED TO THIS COMMAND.**

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No. <sup>1</sup> Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1992	"	"	"	"	"	"	"	"
1993	"	"	"	"	"	"	"	"
1994 <sup>2</sup>	"	"	"	"	"	"	"	"

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

**NO DEPLOYABLE UNITS ASSIGNED TO THIS COMMAND.**

Type of Unit	Number of Units	Mission	Equipment Items
N/A	N/A	N/A	N/A

---

Include only days when the installation operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

Include FY 1994 data through 31 March 1994.

## Mission Requirements (cont.)

C. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

Managed Training Assets	Management Role
PENSACOLA NORTH MOA	SCHEDULED/UTILIZED
ALERT AREA 292	SCHEDULED/UTILIZED
HELICOPTER LANDING TRAINER (HLT)	SCHEDULED/UTILIZED
NOLF BARIN	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF BREWTON	SCHEDULED/MANNED NOTE 1,4
NOLF EVERGREEN	SCHEDULED/MANNED NOTE 1,4
NOLF HOLLEY	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF SAUFLEY	SCHEDULED/MANNED NOTE 1,3
NOLF SILVERHILL	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF SUMMERDALE	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF WOLF	CONTROLLED/MANNED/MAINTAINED NOTE 1,2
NOLF HAROLD	CONTROLLED/MANNED/MAINTAINED NOTE 2,5
NOLF PACE	CONTROLLED/MANNED/MAINTAINED NOTE 2,5
NOLF SANTA ROSA	CONTROLLED/MANNED/MAINTAINED NOTE 2,5
NOLF SITE 8	CONTROLLED/MANNED/MAINTAINED NOTE 2,5
NOLF SPENCER	CONTROLLED/MANNED/MAINTAINED NOTE 2,5

**\* NOTE:**

1. **MANNED:** indicates crash crews, wheels watch and runway duty officers at fixed-wing NOLF's.
2. **MAINTAINED:** indicates direct support provided for operational maintenance (i.e.; runway overlays, drainage control, operation and maintenance of crash crew facilities).
3. **MAINTAINED:** by NETPMSA Saufley, NASWF utilizes the runways under a host/tenant agreement.
4. **MAINTAINED:** by respective cities with NASWF as a lessee.
5. **MANNED:** indicates crash crews only at helicopter NOLF's.

**Mission Requirements (cont.)**

C. Managed Training Areas

2. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

Asset	Installation	Reason for Consideration
<b>AIRSPACE</b>	<b>NAS PENSACOLA</b>	<b>PROXIMITY</b>
<b>NOLF'S</b>	<b>NAS PENSACOLA</b>	<b>PROXIMITY</b>

Mission Requirements (cont.)

D. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

**YES, ONLY THE U.S. CUSTOMS**

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
H-57	1	UNK *
CESSNA 210	1	UNK *
PIPER PA31	1	UNK *
CE 550	1	UNK **
BE 200	1	UNK **

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

Equipment/Facility	Function
NONE	

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

**YES.**

**A. AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY.**

**B. UNDER SCATANA, A PLAN EXISTS TO DEACTIVATE NAVIGATIONAL AIDS.**

\* APPROXIMATELY 500 SORTIES FLOWN BY THESE THREE AIRCRAFT IN FY 93. (ADDITIONAL SORTIES, NUMBERS NOT RELEASABLE, WERE FLOWN BY ENFORCEMENT MISSION AIRCRAFT.)

\*\* AIRCRAFT NOT AT WHITING FIELD IN FY 93.

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## Mission Requirements (cont.)

D. General Military Support (cont.)

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

**YES, CONSTRUCTION AND PLANNING INITIATED TO LINK NASWF ASR-8 RADAR TO PENSACOLA TRACON AND IN RETURN NASWF WILL RECEIVE PROCESSED VIDEO IN THE NORTH TOWER, SOUTH TOWER, AND RADAR.**

4. Describe the role this installation plays in any logistics support and mobilization plan.

**NONE**

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

**NONE**

6. Are any new military missions planned for this installation?

**FIRST NAVY JOINT PRIMARY TRAINING SQUADRON (VT-3) NOW HAS 10 AIR FORCE INSTRUCTOR PILOTS AND AN AIR FORCE PXO ONBOARD. AIR FORCE STUDENTS SCHEDULED TO ARRIVE THIS FISCAL YEAR. ADDITIONALLY, VT-3 WILL BE THE FIRST NATRACOM JOINT SQUADRON TO RECEIVE AND TRAIN IN THE JPATS AIRCRAFT.**

**Mission Requirements (cont.)****E. Other Support**

1. Does the installation have a role in a disaster assistance plan, search and rescue, or local evacuation plan? If so, describe.

**NASWF SERVES AS THE SECONDARY COMMAND POST FOR THE CHIEF OF NAVAL EDUCATION AND TRAINING (CNET) IN THE EVENT OF A DISASTER IN PENSACOLA THAT REQUIRES EVACUATION (E.G. HURRICANE). NAS PENSACOLA HOUSING RESIDENTS AND THE FEDERAL PRISONERS AT NETPMSA SAUFLEY WOULD ALSO BE TEMPORARILY HOUSED AT NASWF. NASWF HAS ENTERED INTO WRITTEN MUTUAL AID FIRE FIGHTING AGREEMENTS WITH SEVERAL ORGANIZATIONS WITHIN SANTA ROSA COUNTY, FLORIDA AND ONE WRITTEN AGREEMENT WITH THE CITY OF BREWTON, ALABAMA. ADDITIONALLY, A WRITTEN FIRE FIGHTING AGREEMENT IS IN EFFECT WITH THE STATE OF FLORIDA. A MUTUAL UNDERSTANDING (NON-WRITTEN) IS FORMED WITH THE SANTA ROSA COUNTY, FLORIDA, FIRE FIGHTER'S ASSOCIATION THAT NASWF WILL RESPOND ON REQUEST TO EMERGENCY INCIDENTS. IN ADDITION, NASWF SERVES THE 2ND ARMY FOR NORAD SOUTHEASTERN SECTOR AS A SPOTTER FOR CHEMICAL-BIOLOGICAL-RADIOLOGICAL DEFENSE.**

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

**YES, THE FOLLOWING AGENCIES ARE SUPPORTED BY NAVTRAMETOCDET NAS WHITING FIELD**

- 1. TRAINING AIRWING FIVE**
  - ALL METEOROLOGICAL SERVICES**
- 2. BEECH AEROSPACE SERVICES (BASD)**
  - WARNINGS AND FORECASTS**
- 3. U.S. CUSTOMS**
  - AVIATION FORECASTING**
- 4. FLORIDA DIVISION OF FORESTRY**
  - WEATHER FORECASTS IN SUPPORT OF CONTROLLED FIRE BURNS.**
- 5. UNITED NUCLEAR CORP. (UNC)**
  - WARNINGS AND FORECASTS**

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.  
**UNKNOWN**

**CLOSE HOLD**

*Revised by*  
**UIC 60508**

**REVISION PAGE 9**

**DATA CALL 20**

**UIC 50608**

**Enclosure (2)**

**04 AUGUST 1994 CLOSE HOLD**

Mission Requirements (cont.)

F. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

**Airfield: NAS WHITING FIELD**

Month	% of Hours <sup>1</sup> VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility *	% of All Sorties Canceled Due to Weather		
				T-34	H-57	
Jan.	79	21	10	39.0	32.4	R
Feb.	81	19	8	21.6	6.1	R
Mar.	83	17	7	24.4	16.6	R
Apr.	88	12	4	13.1	4.7	R
May	94	6	2	15.3	5.1	R
June	95	5	1	16.7	8.3	R
July	96	4	1	19.0	16.2	R
Aug.	95	5	1	13.9	8.2	R
Sept.	93	7	2	22.6	11.2	R
Oct.	92	8	3	11.5	9.0	R
Nov.	88	12	5	14.0	6.9	R
Dec.	81	19	8	21.4	14.2	R

*WAM  
NASWF*

\* NOTE: PERCENTAGES OF VMC AND IMC DERIVED FROM THE INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY (ISMCS) VERSION 2.0 FOR THE HOURS 0700-2200 LST BY NAVTRAMETOCDET NAS WHITING FIELD. PERCENTAGES ARE BASED ON ALL RECORDED OBSERVATIONS FROM 1945 TO 1990.

\* NOTE: SORTIES CANCELLED BASED ON 1993. NOTE: ATYPICAL WEATHER YEAR R

\* NOTE: VALUES INCLUDE NIGHT AND OVERHEAD FLIGHTS. ACTIVITY DOES NOT MAINTAIN RECORD OF SEPARATE SORTIE LOSSES FOR DAY LIGHT HOURS. ALL SORTIES ARE RESCHEDULED. R

<sup>1</sup>Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

## Mission Requirements (cont.)

F. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: NAS WHITING FIELD

Month	% of Hours <sup>3</sup> VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility *	Annual Number of Daylight Flying Hours Rescheduled/Canceled Due to Weather	
				T-34	H-57
Jan.	79	21	10	374	150
Feb.	81	19	8	252	106
Mar.	83	17	7	466	266
Apr.	88	12	4	430	144
May	94	6	2	288	120
June	95	5	1	388	242
July	96	4	1	392	346
Aug.	95	5	1	412	248
Sept.	93	7	2	328	172
Oct.	92	8	3	230	100
Nov.	88	12	5	326	154
Dec.	81	19	8	286	66

\* NOTE: PERCENTAGES OF VMC AND IMC DERIVED FROM THE INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY (ISMCS) VERSION 2.0 FOR THE HOURS 0700-2200 LST BY NAVTRAMETOCDET NAS WHITING FIELD. PERCENTAGES ARE BASED ON ALL RECORDED OBSERVATIONS FROM 1945 TO 1990.

\* NOTE: SORTIES CANCELLED BASED ON 1993.

\* NOTE: ALL SORTIES TO INCLUDE NIGHT AND OVERHEAD, (2.0 HOURS USED FOR SCHEDULED SORTIE LENGTH). ALL SORTIES ARE RESCHEDULED.

<sup>3</sup>Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Mission Requirements (cont.)

F. Weather

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

**78 % EFFECTIVE WEATHER FOR T-34 TRAINING, 22 % OF SORTIES  
LOST DUE TO WEATHER.**

**90 % EFFECTIVE WEATHER FOR TH-57 TRAINING, 10 % OF SORTIES  
LOST DUE TO WEATHER.**

**NOTE: ALL SORTIES ARE MADE UP.**

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of the year?

**TRAINING SORTIES ARE NOT SCHEDULED BY WORKING AREAS. ALTERNATE TRAINING AREAS ARE NOT REQUIRED AS THE AREAS CURRENTLY USED ARE OF SUFFICIENT DISTANCE FROM EACH OTHER TO COMPENSATE FOR ALL BUT THE MOST WIDESPREAD WEATHER SYSTEMS. THERE ARE PROVISIONS FOR AIRCRAFT AND MAINTENANCE TO RELOCATE TEMPORARILY (DETACHMENT OPERATIONS) IN LOCAL DIRECTIVES AND CIVILIAN MAINTENANCE CONTRACTS, HOWEVER, THERE HAS BEEN NO NEED TO EXERCISE THIS OPTION FOR OVER FIVE YEARS.**

## Facilities

A. Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

NO

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

NO

a. If scheduling problems are encountered, list all reasons.

N/A

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

NO

a. If yes, state all reasons.

N/A

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)

NO

a. If yes, list all changes.

N/A

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

**ALERT AREA 292 (SEE ATTACHMENT ONE)**

**PENSACOLA NORTH MOA (SEE ATTACHMENT TWO)**

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.  
**SOME TRAINING IS CONDUCTED IN THE PENSACOLA SOUTH MOA AND IN GENERAL AIRSPACE.**

Facilities (cont.)

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

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

Airspace Name: A292

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

NO

- What is the status of each environmental analysis and supplement?

N/A

- Were there any problems associated with the analysis?

N/A

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

N/A

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)

NO

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.

N/A

- Do any of these NSAs affect or threaten the quality of training or mission?

NO

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)

**NONE THAT DEGRADE THE TRAINING MISSION.**

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

**THERE ARE NUMEROUS AIRPORTS AND TALL STRUCTURES IN THE TRAINING AREA. ALL TRAINING CAN BE ACCOMPLISHED WITHOUT DEGRADATION. A WORKING AGREEMENT HAS BEEN ARRANGED WITH LOCAL ALABAMA PARACHUTE OPERATIONS THAT ALLOWS NOTIFICATION ON A REAL TIME BASIS OF JUMP OPERATIONS.**

*P. Brennan  
NOT-N-445E  
10 MAY 94*

## Facilities (cont.)

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

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)

**NO**

- Explain proposal and give status (to include community reactions)

**NO PROPOSALS**

- What was the primary rationale supporting expansion?

**NO PROPOSALS**

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

**NONE**

f. What is the published availability of each airspace?

- How many hours (average per year for 1990 through 1993) was the airspace scheduled?

**1990 - 4,545**

**1991 - 4,605**

**1992 - 5,602**

**1993 - 5,583**

**TOTAL-20,335**

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?

**1990 - 4,483**

**1991 - 4,425**

**1992 - 4,470**

**1993 - 4,358.5**

**TOTAL-17,736.5**

- State reasons for difference between scheduled and actually used.

**MOST OF THE HOURS LOST ARE MAINLY DUE TO WEATHER.**

g. Is it possible to increase utilization of the airspace? (Yes or No)

**YES**

Facilities (cont.)

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

- h. Can it be expanded in volume and/or hours of use? (Yes or No)  
**YES, EXPANSION OF AIRSPACE ABOVE PRESENT ALTITUDES IS POSSIBLE AND HOURS OF OPERATION CAN BE EXTENDED.**
  
- i. Describe the volume or area of the airspace.  
**APPROXIMATELY 75NM X 60NM = 4,500 SQ MILES**  
**APPROXIMATELY 75NM X 60NM X 2.878NM = 12,951 CUBIC NM**
  
- j. What percentage of the airspace is usable?  
**APPROXIMATELY 95%**

Facilities (cont.)

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

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

Airspace Name: PENSACOLA NORTH MOA

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

NO

- What is the status of each environmental analysis and supplement?

N/A

- Were there any problems associated with the analysis?

N/A

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

N/A

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)

NO

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.

NONE

- Do any of these NSAs affect or threaten the quality of training or mission?

N/A

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)

NO

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

N/A

## Facilities (cont.)

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

- d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)

NO

- Explain proposal and give status (to include community reactions)

N/A

- What was the primary rationale supporting expansion?

N/A

- e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

NONE

- f. What is the published availability of each airspace?

- How many hours (average per year for 1990 through 1993) was the airspace scheduled?

1990 - 4,252.5

1991 - 4,267

1992 - 4,445

1993 - 5,478

TOTAL-18,442.5

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?

**EXACT HOURS NOT AVAILABLE AT THIS COMMAND. ACTIVATED BY JACKSONVILLE CENTER ON A REAL TIME BASIS.**

- State reasons for difference between scheduled and actually used.

**MOST OF THE HOURS LOST ARE MAINLY DUE TO WEATHER.**

- g. Is it possible to increase utilization of the airspace? (Yes or No)

YES

Facilities (cont.)

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

h. Can it be expanded in volume and/or hours of use? (Yes or No)

**YES, USE OF ADDITIONAL AIRSPACE ABOVE PRESENT ALTITUDES IS POSSIBLE AND HOURS OF OPERATION CAN BE EXTENDED**

i. Describe the volume or area of the airspace.

**APPROXIMATELY 60NM X 30NM = 1,800 SQ MILES**

**APPROXIMATELY 60NM X 30NM X 1.315NM = 2,367 CUBIC NM**

j. What percentage of the airspace is usable?

**100% OF THE AIRSPACE IS USABLE \***

*\* THEORETICALLY, THE ENTIRE AIRSPACE IS USABLE. IN PRACTICE, SMALL QUANTITIES ARE NOT USED DUE TO PROXIMITY TO OTHER AREAS, LACK OF GROUND REFERENCES, LACK OF SUITABLE NAVAIDS, ETC.*

2  
-----  
C NATLAN3

Facilities (cont.)

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

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible? (Yes or No)

YES

- If yes, give an estimate of the percentage of increase and rationale for your estimate

~~N/A~~

SEE PAGE 18-A  
FIB  
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b. Will current access remain the same (status quo)? (Yes or No)

YES

c. Are reductions expected? (Yes or No)

NO

- If yes, give an estimate of the percentage of decrease and rationale for your estimate

NONE EXPECTED

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)

YES

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)

NO

- If not, what degradation is experienced? Explain/identify

NONE

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.

NO

## Facilities (cont.)

## A. Ai

## rspace and Flight Training Areas (cont.)

## 8. a.

Based on the NAS Whiting Field's BRAC briefing materials submission of January 1993 and the Naval Aviation Training System (NATS) Plan compiled by the Southern Division, Naval Facilities Engineering Command in May 1987, NAS Whiting Field has a T-34C PTR capacity of 1500. The NATS considered capacity levels for homefield departure/arrival, entry channels, and OLF's. A 1500 PTR could be accomplished considering peak hour demand, without exceeding the above listed levels. Additionally, the BRAC briefing considered parking spaces which equated to a 1513 PTR.

The NATS determined the limiting factor for rotary training was the capacity at the familiarization outlying fields. This equated to a PTR of 944. Additionally, based on the parking space capacity analysis performed by NAS Whiting Field and Training Air Wing FIVE on 24 July 1992, and updated in January of 1993, the TH-57 PTR capacity is 933.

The parking space capacity was derived by using the primary and rotary PTR as established in July 1992 with the following formula:  
 (T-34C = PTR of 862 / 176 spaces used x 309 spaces available)  
 (TH-57 = PTR of 544 / 128 spaces used x 228 spaces available)

TW-5 Aircraft inventory along with Instructor Pilot manning would have to increase to meet the potential PTR capabilities.

The above capacities are base on training Monday through Friday for an average of 17.15 hours daily for 237 fly days annually. Additional capacity can be accommodated by the following:

1. Increasing daily operating hours
2. Shifting more flights to after sunset
3. Training on Saturday and Sunday

Historically, NAS Whiting Field has completed higher PTR numbers than those listed above.

- The primary PTR completed in FY 87 was 1368. This is 91.2% of the 1500 PTR shown in Paragraph one.
- The advanced rotary PTR completed in FY 85 was 1142. This is 122.4% of the 933 PTR shown in paragraph two.

Airspace can be expanded above existing training airspace. There is adjacent airspace that could be used for training.

*TAB*  
*CRBT*  
*N-443E*  
*12 MAY 94*

Facilities (cont.)

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

b. Identify all of the airfields (to include civilian/commercial/general aviation/uncontrolled) within a 50 mile radius of the installation.

ANDALUSIA OPP  
 ATMORE MUNI  
 BAPTIST HOSPITAL  
 BAKER AIRSTRIP  
 BAY MINETTE MUNI  
 BELFOREST  
 BERRY  
 BLACKWATER AIRFIELD  
 BOB SIKES AIRPORT (CRESTVIEW)  
 BOOKER  
 BONNER FIELD  
 BREWTON MUNI  
 BUCHANAN HELIPORT  
 BUNGE FARM  
 COASTAL AIRPORT  
 COLLIER PINE BARREN  
 DE FUNIAK SPRINGS  
 DESTIN  
 DOTSON FARMS AIRPORT  
 DOUG ODOM AIRSTRIP  
 DREWRY ROAD  
 JACK EDWARDS  
 ELLIS  
 ELSANOR  
 FAIRHOPE MUNI  
 FERGUSON  
 FLORALA  
 FLY IN RANCH  
 FOLEY MUNI  
 FORT WALTON BEACH  
 GARCON FIELD AIRPORT  
 GOLDEN HARVEST  
 GULF BREEZE HOSPITAL HELIPORT  
 HORAK  
 HUMANA HOSPITAL HELIPORT  
 J-22 RANCH AIRPORT  
 JAY AIRPORT  
 JAY FLYING SERVICE  
 JEDDO FLYING SERVICE  
 JORDAN

KLUMPP  
 LARUE FIELD  
 LIPSCOMB AERIAL SERVICE  
 LONESOME PINES AIRPORT  
 MCCUTCHAN AIRSTRIP  
 MCKINNON AIRPARK  
 MIDDLETON FIELD (EVERGREEN)  
 MIKE'S AG AIR  
 MONROE COUNTY  
 DOUG ODOM  
 ODOM'S FLYING SERVICE #2  
 OLD RIVER SEAPLANE  
 OWLS HEAD FARM  
 PARKER FLYING SERVICES  
 PECAN PONDS FARM  
 PENSACOLA REGIONAL  
 PETER PRINCE FIELD  
 PIERCE FIELD  
 PLEASANT VIEW FARM  
 PORTER STOLPORT  
 RESORT  
 RUCKEL  
 SACRED HEART HOSPITAL HELIPORT  
 SANTA ROSA MED CTR HELIPORT  
 SHIELDS  
 SKY RANCH AIRPORT  
 STREIT'S STRIP  
 STURDY OAK FARM  
 SWANEY AIRPORT  
 THOMAS FARMS  
 TURNER  
 WALLACE FIELD  
 WELLS FLYING SERVICE  
 WEST FLORIDA HOSPITAL HELIPORT  
 YELLOW RIVER VALLEY

Facilities (cont.)

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

- c. Do civilian/commercial operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.

**NO**

- Describe the impact.

**VOLUNTARY AGREEMENTS RESTRICT TOUCH AND GO OPERATIONS AT  
PENSACOLA REGIONAL AIRPORT AFTER 2100L.**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: A292**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**ALERT AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 75NM X 60NM X SURF-3,000FT WITHIN FEDERAL AIRWAY  
OTHERWISE TO 17,500FT**
- c. Distance from main airfield  
**0 MILES**
- d. Time en route from main airfield  
**0 MINUTES**
- e. Controlling agency  
**NONE**
- f. Scheduling agency  
**COMTRAWING SIX, NAS PENSACOLA, DELEGATED TO COMTRAWING FIVE**
- g. Are canned/stereo airways needed to access air space?  
**NO, STANDARD DEPARTURE/INBOUND ROUTES ARE USED**
  - If so, how many?  
**NUMEROUS**
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**IFR AND VFR**
- h. Is the airspace under radar coverage?  
**MOST OF THE AREA IS CURRENTLY COVERED BY RADAR FACILITIES. RADAR  
SERVICE WILL BE ENHANCED WITH COMPLETION OF LINKING OF NAS WHITING  
ASR-8 TO PENSACOLA TRACON.**
  - If so who provides the coverage?  
**PENSACOLA APPROACH**

**Facilities (cont.)**

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

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**PENSACOLA APPROACH AND MOBILE APPROACH CONTROL**

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

**ONE (V198/241)**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**1990 - 133,949**

**1991 - 113,304**

**1992 - 109,734**

**1993 - 102,731**

**TOTAL- 459,718 SORTIES BY TRAINING AIR WING FIVE**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**1990 - 5,583**

**1991 - 5,583**

**1992 - 5,602**

**1993 - 5,583**

**TOTAL-22,351 HOURS UTILIZED BY TRAINING AIR WING FIVE**

## Facilities (cont.)

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

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

- By your service

1990 - 4,545

1991 - 4,605

1992 - 5,602

1993 - 5,583

**TOTAL-20,335 HOURS BY TRAINING WING FIVE/VT-10 (TW-6) FOR NFO TRAINING**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

1990 - 4,483

1991 - 4,425

1992 - 4,470

1993 - 4,358.5

**TOTAL-17736.5**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

<u>(a)Fixed wing aircraft(T-34C)</u>	<u>Altitude (MSL)</u>
Familiarization	Surface - 10,000
Formation	Surface - 10,000
Precision Aerobatics	Surface - 10,000
Basic Instruments	Surface - 9,500
Radio Instruments	Surface - 9,500
Day Navigation	Surface - 9,500
Night Navigation	Surface - 9,500
Night Familiarization	Surface - 9,500
Indoctrination Flights	Surface - 10,000
Maintenance Flights	Surface - 10,000
Airway Navigation	Surface - 9,500
Standardization and Pilot Proficiency	Surface - 10,000
Out-of-control Flight	Surface - 10,000

Facilities (cont.)

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

<u>(b)Helicopter (TH-57B/C)</u>	<u>Altitude (MSL)</u>
<b>Familiarization</b>	<b>Surface - 1,500</b>
<b>Day/Night Navigation</b>	<b>Surface - 1,500</b>
<b>Tactical Navigation</b>	<b>Surface - 1,000</b>
<b>Standardization and Pilot Proficiency</b>	<b>Surface - 1,000</b>
<b>Indoctrination Flights</b>	<b>Surface - 1,500</b>
<b>Formation</b>	<b>Surface - 3,000</b>
<b>Radio Instruments</b>	<b>Surface - 5,000</b>
<b>Basic Instruments</b>	<b>Surface - 5,000</b>
<b>Helicopter Tactics</b>	<b>200 - 900</b>
<b>Maintenance Flights</b>	<b>Surface - 3,000</b>
<b>Carrier Qualification</b>	<b>Surface - 900</b>

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: PENSACOLA NORTH MOA**

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

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 60NM X 30NM X 10,000FT-FL180**

c. Distance from main airfield  
**10 MILES**

d. Time en route from main airfield  
**5 MINUTES**

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

f. Scheduling agency  
**COMTRAWING FIVE**

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

- If so, how many?  
**TWO**

- If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**IFR-NSE1**  
**VFR-NSE2**

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**JACKSONVILLE CENTER**

Facilities (cont.)

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

i. Is the airspace under communications coverage?

~~YES~~

- If so who provides the coverage?

**JACKSONVILLE CENTER**

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

**NONE**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**1990 - 6,211**

**1991 - 4,377**

**1992 - 4,684**

**1993 - 4,555**

**TOTAL-19,827 SORTIES BY TRAINING AIR WING FIVE**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**1990 - 5,616**

**1991 - 5,616**

**1992 - 5,634**

**1993 - 5,616**

**TOTAL-22,482**

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

- By your service

**1990 - 4252.5**

**1991 - 4,267**

**1992 - 4,445**

**1993 - 5,478**

**TOTAL-18442.5**

- By other services (including reserves and national guard)

**UNKNOWN**

Facilities (cont.)

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

o. Total number of hours used

- By your service  
**EXACT HOURS NOT AVAILABLE AT THIS COMMAND. ACTIVATED BY  
JACKSONVILLE CENTER ON A REAL TIME BASIS.**
- By other services (including reserves and national guard)  
**UNKNOWN**

p. Types of training permitted

- PROGRESSIVE SPINS**
- MAINTENANCE FLIGHTS**
- BASIC INSTRUMENTS**
- STANDARDIZATION FLIGHTS**

Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: PENSACOLA SOUTH MOA**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 50NM X 25NM 10,000FT-FL180**
- c. Distance from main airfield  
**10 MILES**
- d. Time en route from main airfield  
**5 MINUTES**
- e. Controlling agency  
**FAA, ARTCC, JACKSONVILLE, FL.**
- f. Scheduling agency  
**COMTRAWING SIX**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?  
**NONE**
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**N/A**
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**PENSACOLA APPROACH**

Facilities (cont.)

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**PENSACOLA APPROACH**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**1990 - 662**  
**1991 - 541**  
**1992 - 49**  
**1993 - 105**  
**TOTAL-1,357 SORTIES BY TRAINING AIR WING FIVE**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**

**Facilities (cont.)**

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

**o. Total number of hours used**

- By your service  
**UNKNOWN**

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

**p. Types of training permitted**

**PROGRESSIVE SPINS  
MAINTENANCE FLIGHTS**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: R2919A**

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

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 15NM X 5NM X UNLTD**

c. Distance from main airfield  
**15 MILES**

d. Time en route from main airfield  
**8 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

Facilities (cont.)

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

i. Is the airspace under communications coverage?

~~YES~~

- If so who provides the coverage?

**EGLIN APPROACH CONTROL**

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

**NONE**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**CONTINUOUS**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: R2919B**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**RESTRICTED AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 15NM X 5NM X 8,500FT-UNLTD**
- c. Distance from main airfield  
**40 MILES**
- d. Time en route from main airfield  
**20 MINUTES**
- e. Controlling agency  
**FAA, ARTCC, JACKSONVILLE, FL.**
- f. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?  
**UNKNOWN**
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**UNKNOWN**
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

**Facilities (cont.)**

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**CONTINUOUS**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: R2914A**

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

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 20NM X 20NM X UNLTD**

c. Distance from main airfield  
**40 MILES**

d. Time en route from main airfield  
**20 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

Facilities (cont.)

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

i. Is the airspace under communications coverage?

YES

- If so who provides the coverage?

EGLIN APPROACH CONTROL

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

NONE

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

NONE

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

UNKNOWN

- By other services (including reserves and national guard)

UNKNOWN

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

CONTINUOUS

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

- By your service

UNKNOWN

- By other services (including reserves and national guard)

UNKNOWN

o. Total number of hours used

- By your service

UNKNOWN

- By other services (including reserves and national guard)

UNKNOWN

p. Types of training permitted

UNKNOWN

Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: R2914B**

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

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 10NM X 8NM X 8,500FT-UNLTD**

c. Distance from main airfield  
**55 MILES**

d. Time en route from main airfield  
**33 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

Facilities (cont.)

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

i. Is the airspace under communications coverage?

~~YES~~

- If so who provides the coverage?

**EGLIN APPROACH CONTROL**

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

**NONE**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**CONTINUOUS**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

*revised 7/94*

**UIC 60508**

**Airspace Designator: IR-015**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) *(VELEZ)*  
**INSTRUMENT FLIGHT ROUTE (MTR)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 500 AGL - 7,000**
- c. Distance from main airfield  
**41 MILES**
- d. Time enroute from main airfield  
**20 MINUTES**
- e. Controlling agency  
**N/A**
- f. Scheduling agency  
**OSS/OSTA MOODY AFB, GA**
- g. Are canned/stereo airways needed to access air space?  
**NO**  
- If so, how many?  
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**  
- If so who provides the coverage?  
**TYNDALL APPROACH CONTROL  
JACKSONVILLE CENTER  
TALLAHASSEE APPROACH CONTROL  
FACS FAC JACKSONVILLE**
- i. Is the airspace under communications coverage?  
**YES**  
- If so who provides the coverage?  
**TYNDALL APPROACH CONTROL  
TALLAHASSEE APPROACH CONTROL  
FACS FAC JACKSONVILLE  
JACKSONVILLE CENTER  
MACON FSS**

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7-18-94*

*Revised 8/7*

**UIC 60508**

- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- o. Total number of hours used
  - By Navy  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- p. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Revised  
Rg*

**UIC 60508**

**Airspace Designator: IR-017**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 500 AGL - 3,000**
- c. Distance from main airfield  
**41 MILES**
- d. Time enroute from main airfield  
**20 MINUTES**
- e. Controlling agency  
**N/A**
- f. Scheduling agency  
**FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**COLUMBUS APPROACH CONTROL  
CAIRNS APPROACH CONTROL  
TYNDALL APPROACH CONTROL  
JACKSONVILLE CENTER**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**COLUMBUS APPROACH CONTROL  
CAIRNS APPROACH CONTROL  
TYNDALL APPROACH CONTROL  
JACKSONVILLE CENTER**

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CNAIRA W3  
7-18-94*

*Revised pg*

**UIC 60508**

- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- o. Total number of hours used
  - By Navy  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- p. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Approved  
Pj*

**UIC 60508**

**Airspace Designator: IR-019**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (IRM)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 4,000 - 7,000**
- c. Distance from main airfield  
**88 MILES**
- d. Time enroute from main airfield  
**44 MINUTES**
- e. Controlling agency  
**N/A**
- f. Scheduling agency  
**FACSFAC JACKSONVILLE**
- g. Are canned/stereo airways needed to access air space?  
**NO**  
- If so, how many?  
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER**
- i. Is the airspace under communications coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**

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7-18-94*

*revised*  
*R*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service  
**UNKNOWN**

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

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

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

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

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

*Revised by*

UIC 60508

Airspace Designator: IR-021

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

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

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

~~N/A~~ *variable*

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*CNMTA N3*  
*7-18-54*

c. Distance from main airfield

**28 MILES**

d. Time enroute from main airfield

**7 MINUTES**

e. Controlling agency

**N/A**

f. Scheduling agency

**FACSFAC PENSACOLA**

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

**NO**

- If so, how many?

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

h. Is the airspace under radar coverage?

**YES**

- If so who provides the coverage?

**JACKSONVILLE CENTER**

**ATLANTA CENTER**

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**JACKSONVILLE CENTER**

**ATLANTA CENTER**

*revised  
Pg*

**UIC 60508**

- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**  
**32**
  - By your service  
**28**
  - By other services (including reserves and national guard)  
**4**
  
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
  
- n. Total number of scheduled hours in FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**  
**16**
  - By your service  
**14**
  - By other services (including reserves and national guard)  
**2**
  
- o. Total number of hours used  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**  
**16**
  - By Navy  
**14**
  - By other services (including reserves and national guard)  
**2**
  
- p. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Revised  
By*

UIC 60508

**Airspace Designator: IR-030**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (MTR)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 500 AGL - 6,000**
- c. Distance from main airfield  
**32 MILES**
- d. Time enroute from main airfield  
**16 MINUTES**
- e. Controlling agency  
**N/A**
- f. Scheduling agency  
**NAWC, PATUXENT RIVER, MD**
- g. Are canned/stereo airways needed to access air space?  
**NO**  
- If so, how many?  
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**ATLANTA CENTER**  
**HOUSTON CENTER**
- i. Is the airspace under communications coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**ATLANTA CENTER**  
**HOUSTON CENTER**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

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CNAWA N3  
7-18-97*

*revised by*

**UIC 60508**

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

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

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

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

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

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

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

*Revised By*

UIC 60508

**Airspace Designator:            IR-031**

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

b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 500 AGL - 6,000**

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*7-18-94*

c. Distance from main airfield  
**27 MILES**

d. Time enroute from main airfield  
**13 MINUTES**

e. Controlling agency  
**N/A**

f. Scheduling agency  
**NAWC, PATUXENT RIVER, MD**

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

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

h. Is the airspace under radar coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**ATLANTA CENTER**  
**HOUSTON CENTER**

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

*revised by*

**UIC 60508**

- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- o. Total number of hours used
  - By Navy  
**UNKNOWN**
  - By other services (including reserves and national guard)  
**UNKNOWN**
- p. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

revised  
PS

UIC 60508

Airspace Designator: IR-037

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

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

**INSTRUMENT FLIGHT ROUTE** (IRM)

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

~~N/A~~ variable

c. Distance from main airfield

**67 MILES**

d. Time enroute from main airfield

**17 MINUTES**

e. Controlling agency

N/A

f. Scheduling agency

**FACSFAC PENSACOLA**

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

**NO**

- If so, how many?

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

h. Is the airspace under radar coverage?

**YES**

- If so who provides the coverage?

**MEMPHIS CENTER**

**HOUSTON CENTER**

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**MEMPHIS CENTER**

**HOUSTON CENTER**

*Revised by*

**UIC 60508**

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

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

l. Total number of sorties/movements flown in FY 1990 through 1993

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**183**

- By your service

**175**

- By other services (including reserves and national guard)

**8**

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

**UNKNOWN**

*5840 for FY 93*

2  
*CNATRA N3*  
*7-18-94*

n. Total number of scheduled hours FY 1990 through 1993

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**92**

- By your service

**88**

- By other services (including reserves and national guard)

**4**

o. Total number of hours used

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

*92* ~~**16**~~

- By Navy

*88* ~~**12**~~

- By other services (including reserves and national guard)

**4**

2  
*CNATRA N3*  
*7-18-94*

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

Airspace Designator: **IR-038**

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

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

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

~~2~~  
*CNTR N3*  
*7-18-97*

c. Distance from main airfield  
**53 MILES**

d. Time enroute from main airfield  
**13 MINUTES**

e. Controlling agency  
**N/A**

f. Scheduling agency  
**FACSFAC PENSACOLA**

g. Are canned/stereo airways needed to access air space?  
**NO**  
- If so, how many?  
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?  
**YES**  
- If so who provides the coverage?  
**HOUSTON CENTER**

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

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

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

*Revised by*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**3**

- By your service

**3**

- By other services (including reserves and national guard)

**0**

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

~~UNKNOWN~~

*FY 93 = 4380*

2

*CNATRA N3*

*7-18-94*

n. Total number of scheduled hours FY 1990 through 1993

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**3**

- By your service

**3**

- By other services (including reserves and national guard)

**0**

o. Total number of hours used

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**3** ~~16~~

- By Navy

**3**

- By other services (including reserves and national guard)

**0**

2

*CNATRA N3*

*7-18-94*

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*Revised by*

**UIC 60508**

**Airspace Designator:        IR-040**

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

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

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

c. Distance from main airfield  
**53 MILES**

d. Time enroute from main airfield  
**13 MINUTES**

e. Controlling agency  
**N/A**

f. Scheduling agency  
**FACSFAC PENSACOLA**

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

- If so, how many?

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?

**MEMPHIS CENTER**

**HOUSTON CENTER**

i. Is the airspace under communications coverage?  
**YES**

- If so who provides the coverage?

**MEMPHIS CENTER**

**HOUSTON CENTER**

*Revised  
By*

UIC 60508

- j. Number of low level airways (below 18,000 ft) that bisect airspace  
NONE
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
NONE
- l. Total number of sorties/movements flown in FY 1990 through 1993  
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY  
167  
- By your service  
161  
- By other services (including reserves and national guard)  
6
- m. Total number of available hours in FY 1990 through 1993  
UNKNOWN
- n. Total number of scheduled hours FY 1990 through 1993  
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY  
83  
- By your service  
80  
- By other services (including reserves and national guard)  
3
- o. Total number of hours used  
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY  
83 ~~16~~  
- By Navy  
80  
- By other services (including reserves and national guard)  
3
- p. Types of training permitted  
INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION

2  
CNADRA NS  
7-18-94

*revised*

**UIC 60508**

**Airspace Designator: IR-057**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (IRM)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 250 AGL - 3,000**
- c. Distance from main airfield  
**12 MILES**
- d. Time enroute from main airfield  
**6 MINUTES**
- e. Controlling agency  
**N/A**
- f. Scheduling agency  
**SOSS/OGSC, HURLBURT FIELD, FL**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**ATLANTA CENTER**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**ATLANTA CENTER**  
**CRESTVIEW FSS**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

*Revised by*

**UIC 60508**

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

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND**

**POINT TO POINT NAVIGATION**

*revised by*

UIC 60508

**Airspace Designator: IR-059**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**INSTRUMENT FLIGHT ROUTE (IMR)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 250 AGL - 3,000**
- c. Distance from main airfield  
**12 MILES**
- d. Time enroute from main airfield  
**6 MINUTES**
- e. Controlling agency  
**N/A**
- f. Scheduling agency  
**SOSS/OGSC, HURLBURT FIELD, FL**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**ATLANTA CENTER**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**ATLANTA CENTER**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

2  
CNATRA 23  
7-18-94

*Revised by*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: EGLIN MOA A EAST/WEST, B, C, D**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 42NM X 20NM X 1000ft-FL180/EGLIN D 1000ft-3000ft**
- c. Distance from main airfield  
**10 MILES**
- d. Time en route from main airfield  
**5 MINUTES**
- e. Controlling agency  
**CONTACT EGLIN/133.0khz**
- f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?  
**NONE**
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**N/A**
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

Facilities (cont.)

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**FOUR**  
**EGLIN D MOA-TWO**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

R

**Airspace Designator: EGLIN MOA E**

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

b. Dimensions (nmi. x nmi. x ft)  
**APPROX. ~~24nmi. x 12nmi.~~ SURFACE TO BUT NOT INC FL 180**

~~45 nmi x 44 nmi~~ 45 X 32 NMI ✓  
C NATRA N3  
9/27/94

c. Distance from main airfield  
**18 MILES**

d. Time enroute from main airfield  
**9 MINUTES**

e. Controlling agency  
**JACKSONVILLE CNTR**

f. Scheduling agency  
**3246 TESTW/DOSO**

g. Are canned/stereo airways needed to access air space?  
**NO**  
- If so, how many?  
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

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

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

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

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

*Revised  
pg*

UIC 60508

**Airspace Designator: EGLIN MOA E**

- a. Type of airspace (i.e., warning area, MCA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
~~APPROX. 24nmi. x 12nmi. x~~ **SURFACE TO BUT NOT INC FL 180**  
*45 Nmi x 44 Nmi*
- c. Distance from main airfield  
**18 MILES**
- d. Time enroute from main airfield  
**9 MINUTES**
- e. Controlling agency  
**JACKSONVILLE CNTR**
- f. Scheduling agency  
**3246 TESTW/DOSO**
- g. Are canned/stereo airways needed to access air space?  
**NO**  
- If so, how many?  
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER  
EGLIN APPROACH CONTROL**
- i. Is the airspace under communications coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER  
EGLIN APPROACH CONTROL**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

*Revised  
fy*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service  
**UNKNOWN**

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

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

**UNKNOWN**

n. Total number of scheduled hours FY 1990 through 1993

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

p. Types of training permitted

~~**UNKNOWN**~~

*Air Combat Maneuvering  
Aerial Maneuvering*

*2  
CNAIR 13  
7-18-97*

*Revised by*

UIC 60508

**Airspace Designator: EGLIN MOA F**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
  
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. ~~1.5nmi. x 3nmi.~~ x SURFACE TO BUT NOT INC FL 180**  
**3.5 x 3.5**
  
- c. Distance from main airfield  
**18 MILES**
  
- d. Time enroute from main airfield  
**9 MINUTES**
  
- e. Controlling agency  
**JACKSONVILLE CNTR**
  
- f. Scheduling agency  
**3246 TESTW/DOSO**
  
- g. Are canned/stereo airways needed to access air space?  
**NO**  
- If so, how many?  
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
  
- h. Is the airspace under radar coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**EGLIN APPROACH CONTROL**
  
- i. Is the airspace under communications coverage?  
**YES**  
- If so who provides the coverage?  
**JACKSONVILLE CENTER**  
**EGLIN APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

2  
ENRMA N3  
7-18-94

*Revised pg*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service  
**UNKNOWN**

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

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

n. Total number of scheduled hours FY 1990 through 1993

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

p. Types of training permitted

~~UNKNOWN~~

*Air Combat Maneuvering*  
*Aerial Maneuvering*

*✓*  
*ONATRA NS*  
*7-18-94*

**Facilities (cont.)****A. Air Space and Flight Training Areas (cont.)**

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: R2915C**

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

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

c. Distance from main airfield  
**20 MILES**

d. Time en route from main airfield  
**10 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**

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

- If so, how many?  
**NONE**

- If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**N/A**

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

Facilities (cont.)

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**CONTINUOUS**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: R2918**

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

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

c. Distance from main airfield  
**30 MILES**

d. Time en route from main airfield  
**15 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

Facilities (cont.)

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**CONTINUOUS**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: R2915A**

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

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

c. Distance from main airfield  
**10 MILES**

d. Time en route from main airfield  
**5 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**

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

- If so, how many?  
**NONE**

- If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**N/A**

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

**Facilities (cont.)**

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**CONTINUOUS**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator: R2915B**

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

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

c. Distance from main airfield  
**20 MILES**

d. Time en route from main airfield  
**10 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**EGLIN APPROACH CONTROL**

Facilities (cont.)

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**CONTINUOUS**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **ROSE HILL MOA**

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

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

c. Distance from main airfield  
**45 MILES**

d. Time en route from main airfield  
**20 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO EGLIN AFB**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**JACKSONVILLE CENTER**

Facilities (cont.)

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

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**EGLIN APPROACH CONTROL**

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

**NONE**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: A211

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

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

c. Distance from main airfield  
**30 MILES**

d. Time en route from main airfield  
**15 MINUTES**

e. Controlling agency  
**UNKNOWN**

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

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

- If so, how many?  
**NONE**

- If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**N/A**

h. Is the airspace under radar coverage?  
**NO**

- If so who provides the coverage?  
**CAIRNS APPROACH CONTROL**

Facilities (cont.)

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

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**CAIRNS APPROACH CONTROL**

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

**NINE**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **RUCKER MOA A,B**

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

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

c. Distance from main airfield  
**80 MILES**

d. Time en route from main airfield  
**40 MINUTES**

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

f. Scheduling agency  
**CMDR, USA, AVN CTR**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**UNKNOWN**

Facilities (cont.)

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

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**UNKNOWN**

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

**TWO**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**BY NOTAM**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

*revised*  
*Pg*

**UIC 60508**

**Airspace Designator: RUCKER MOA C**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 13nmi. x 18nmi. x 100 AGL - 1,500**
- c. Distance from main airfield  
**97 MILES**
- d. Time enroute from main airfield  
**48 MINUTES**
- e. Controlling agency  
**JACKSONVILLE CNTR**
- f. Scheduling agency  
**COMDR USA AVN CNTR**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**JACKSONVILLE CENTER**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**JACKSONVILLE CENTER**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

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

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

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

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

n. Total number of scheduled hours FY 1990 through 1993

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

p. Types of training permitted  
**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **DESOTO 2 MOA**

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

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

c. Distance from main airfield  
**80 MILES**

d. Time en route from main airfield  
**40 MINUTES**

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

f. Scheduling agency  
**UNKNOWN**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**UNKNOWN**

Facilities (cont.)

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

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**UNKNOWN**

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

**TWO**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

Airspace Designator: DESOTO MOA

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 34nmi. x 8 nmi. x 500 - 10,000 AGL**
- c. Distance from main airfield  
**91 MILES**
- d. Time enroute from main airfield  
**45 MINUTES**
- e. Controlling agency  
**HOUSTON CNTR**
- f. Scheduling agency  
**GULFPORT PFTS**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**HOUSTON CENTER**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**HOUSTON CENTER**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

n. Total number of scheduled hours FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

*Revised by*

**UIC 60508**

**Airspace Designator: ATCAA EAGLE GULF ONE**

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
- b. Dimensions (nmi. x nmi. x ft)  
**864 SQUARE MILES**
- c. Distance from main airfield  
**60 MILES**
- d. Time enroute from main airfield  
**15 MINUTES**
- e. Controlling agency  
**FAA, ARTCC HOUSTON, TX**
- f. Scheduling agency  
**ANG TRNG, GULFPORT, MS**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**FACS FAC PENSACOLA**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**FACS FAC PENSACOLA**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

revised pg

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

l. Total number of sorties/movements flown in FY 1990 through 1993

UNKNOWN. DATA PROVIDED FOR FY 93 ONLY

~~3500~~ 3475

- By your service

350

- By other services (including reserves and national guard)

3125

2  
CNATRA #3  
8-4-94

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

UNKNOWN

n. Total number of scheduled hours FY 1990 through 1993

UNKNOWN. DATA PROVIDED FOR FY 93 ONLY

~~3500~~ 3475

- By your service

350

- By other services (including reserves and national guard)

3125

2  
CNATRA #3  
8-4-94

o. Total number of hours used

UNKNOWN. DATA PROVIDED FOR FY 93 ONLY

~~3500~~ 3475

- By Navy

350

- By other services (including reserves and national guard)

3125

2  
CNATRA #3  
8-4-94

p. Types of training permitted

~~UNKNOWN~~

Air Combat Maneuvering

2  
CNATRA #3  
2-18-94

**Airspace Designator:        ATCAA EAGLE GULF TWO**

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
- b. Dimensions (nmi. x nmi. x ft)  
**2,132 SQUARE MILES**
- c. Distance from main airfield  
**80 MILES**
- d. Time enroute from main airfield  
**20 MINUTES**
- e. Controlling agency  
**FAA, ARTCC HOUSTON, TX**
- f. Scheduling agency  
**ANG TRNG, GULFPORT, MS**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**FACS FAC PENSACOLA**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**FACS FAC PENSACOLA**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

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

l. Total number of sorties/movements flown in FY 1990 through 1993  
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY

~~3500~~ 3475

- By your service

350

- By other services (including reserves and national guard)

3125

2  
CNATRA NS  
8-4-94

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

n. Total number of scheduled hours FY 1990 through 1993  
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY

~~3500~~ 3475

- By your service

350

- By other services (including reserves and national guard)

3125

2  
CNATRA NS  
8-4-94

o. Total number of hours used  
UNKNOWN. DATA PROVIDED FOR FY 93 ONLY

~~3500~~ 3475

- By Navy

350

- By other services (including reserves and national guard)

3125

2  
CNATRA NS  
8-4-94

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

2  
CNATRA NS  
7-18-94

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: PINE HILL MOA EAST/WEST

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

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 42NM X 65NM X 10,000FT-FL180**

c. Distance from main airfield  
**70 MILES**

d. Time en route from main airfield  
**35 MINUTES**

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

f. Scheduling agency  
**COMTRAWING ONE**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**UNKNOWN**

**Facilities (cont.)**

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**UNKNOWN**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **R2905B**

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

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

c. Distance from main airfield  
**90 MILES**

d. Time en route from main airfield  
**45 MINUTES**

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

f. Scheduling agency  
**AIR DEFENSE WEAPONS CTR, TYNDALL AFB**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**

**Facilities (cont.)**

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

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**TYNDALL APPROACH CONTROL**

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

**NONE**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

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UIC 60508

Airspace Designator: R2908

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

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

c. Distance from main airfield  
**45 MILES**

d. Time enroute from main airfield  
**23 MINUTES**

e. Controlling agency  
**FAA, PENSACOLA ~~RATCF~~ TRACON**

2  
CNATRA 23  
7-18-94

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

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

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**~~UNKNOWN~~ Pensacola TRACON**

2  
CNATRA 23  
8-4-94

i. Is the airspace under communications coverage?  
**YES**

- If so who provides the coverage?  
**~~UNKNOWN~~ Pensacola TRACON**

2  
CNATRA 23  
8-4-94

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

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

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service  
UNKNOWN By Navy F493 = 11

92  
CNAFTR N3  
7-18-94

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

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

n. Total number of scheduled hours FY 1990 through 1993

- By your service  
UNKNOWN 8 = F493

2  
CNAFTR N3  
7-18-94

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

o. Total number of hours used

- By Navy  
UNKNOWN 8 = F493

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

p. Types of training permitted

UNKNOWN Air Combat Maneuvering  
Multiple Aircraft High Speed Formation Flight  
Aerial Acrobatics

2  
CNAFTR N3  
7-18-94

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **R2905A**

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

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 3NM X 5NM X SURF-10,000FT**

c. Distance from main airfield  
**88 MILES**

d. Time en route from main airfield  
**44 MINUTES**

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

f. Scheduling agency  
**AIR DEFENSE WEAPONS CTR, TYNDALL AFB**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**

**Facilities (cont.)**

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

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**TYNDALL APPROACH CONTROL**

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

**NONE**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

*revised by*

UIC 60508

Airspace Designator: VR-1020

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**VISUAL FLIGHT ROUTE (MTR)**
- b. Dimensions (nmi. x nmi. x ft)  
*N/A variable*
- c. Distance from main airfield  
**55 MILES**
- d. Time enroute from main airfield  
**14 MINUTES**
- e. Controlling agency  
*N/A not applicable*
- f. Scheduling agency  
**FACSFAC PENSACOLA**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**NO**
  - If so who provides the coverage?
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**UNKNOWN**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

*2*  
*CN:ATRA 113*  
*7-18-94*

*Revised by*

**UIC 60508**

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

l. Total number of sorties/movements flown in FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**  
**448**  
- By your service  
**424**  
- By other services (including reserves and national guard)  
**24**

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

n. Total number of scheduled hours FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**  
**224**  
- By your service  
**212**  
- By other services (including reserves and national guard)  
**24**

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

2  
*CWATRA NJ*  
*7-18-94*

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

Airspace Designator: VR-1021

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

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

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

~~N/A~~ variable

c. Distance from main airfield

**55 MILES**

d. Time enroute from main airfield

**14 MINUTES**

e. Controlling agency

~~N/A~~ not applicable

f. Scheduling agency

**FACSFAC PENSACOLA**

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

**NO**

- If so, how many?

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

h. Is the airspace under radar coverage?

**NO**

- If so who provides the coverage?

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**UNKNOWN**

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

**NONE**

*Revised PJ*

**UIC 60508**

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

l. Total number of sorties/movements flown in FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**802**

- By your service

**780**

- By other services (including reserves and national guard)

**22**

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

n. Total number of scheduled hours FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**401**

- By your service

**390**

- By other services (including reserves and national guard)

**11**

o. Total number of hours used  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

*401*

~~**16**~~

- By Navy

**390**

- By other services (including reserves and national guard)

**11**

*2*  
*CNATRAWS*  
*2-18-94*

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

*Revised by*

UIC 60508

Airspace Designator: VR-1022

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

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

~~N/A~~ *variable*

c. Distance from main airfield

**75 MILES**

d. Time enroute from main airfield

**19 MINUTES**

e. Controlling agency

~~N/A~~ *not applicable*

f. Scheduling agency

**FACSFAC PENSACOLA**

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

**NO**

- If so, how many?

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

h. Is the airspace under radar coverage?

**NO**

- If so who provides the coverage?

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**UNKNOWN**

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

**NONE**

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

**NONE**

*Revised by*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**371**

- By your service

**357**

- By other services (including reserves and national guard)

**14**

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

**UNKNOWN**

n. Total number of scheduled hours FY 1990 through 1993

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**186**

- By your service

**179**

- By other services (including reserves and national guard)

**7**

o. Total number of hours used

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

*186* ~~16~~

- By Navy

**179**

- By other services (including reserves and national guard)

**7**

*2*  
*CNAMN3*  
*7-18-94*

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

*revised by*

**UIC 60508**

**Airspace Designator: VR-1023**

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**VISUAL FLIGHT ROUTE (MTR)**
- b. Dimensions (nmi. x nmi. x ft)  
~~N/A~~ *variable*
- c. Distance from main airfield  
**53 MILES**
- d. Time enroute from main airfield  
**13 MINUTES**
- e. Controlling agency  
**N/A**
- f. Scheduling agency  
**FACSFAC PENSACOLA**
- g. Are canned/stereo airways needed to access air space?  
**NO**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**NO**
  - If so who provides the coverage?
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**UNKNOWN**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**

*revised by*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**392**

- By your service

**380**

- By other services (including reserves and national guard)

**12**

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

**UNKNOWN**

n. Total number of scheduled hours FY 1990 through 1993

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**196**

- By your service

**190**

- By other services (including reserves and national guard)

**6**

o. Total number of hours used

**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

**16**

*196* - By Navy

**190**

- By other services (including reserves and national guard)

**6**

*2*  
*CNATRA N3*  
*7-18-94*

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

revised  
pg

UIC 60508

Airspace Designator: VR-1024

**NOTE: DATA PROVIDED BY NAS PENSACOLA ATC**

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

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

~~N/A~~ variable

2  
CONTRACT N3  
7-18-94

c. Distance from main airfield

**55 MILES**

d. Time enroute from main airfield

**13 MINUTES**

e. Controlling agency

**N/A**

f. Scheduling agency

**FACSFAC PENSACOLA**

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

**NO**

- If so, how many?

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

h. Is the airspace under radar coverage?

**NO**

- If so who provides the coverage?

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**UNKNOWN**

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

**NONE**

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

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

446

- By your service

426

- By other services (including reserves and national guard)

20

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

n. Total number of scheduled hours FY 1990 through 1993  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

223

- By your service

213

- By other services (including reserves and national guard)

10

o. Total number of hours used  
**UNKNOWN. DATA PROVIDED FOR FY 93 ONLY**

223 ~~16~~

- By Navy

213

- By other services (including reserves and national guard)

10

2  
CIVILIAN M3  
7-18-54

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

LOW ALTITUDE NAVIGATIONAL AND TACTICAL TRAINING

*revised by*

UIC 60508

**Airspace Designator: VR-179**

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

**VISUAL FLIGHT ROUTE** (*VR*)

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

**N/A x N/A x 100 AGL - 10,000**

c. Distance from main airfield

**66 MILES**

d. Time enroute from main airfield

**33 MINUTES**

e. Controlling agency

**N/A** *not applicable*

f. Scheduling agency

**ANG CRTC GULFPORT, MS**

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

**UNKNOWN**

- If so, how many?

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

h. Is the airspace under radar coverage?

**NO**

- If so who provides the coverage?

i. Is the airspace under communications coverage?

**YES**

- If so who provides the coverage?

**UNKNOWN**

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

**NONE**

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

**NONE**

*2*  
*CNADRA N3*  
*7-18-94*

*revised by*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

revised pg

UIC 60508

**Airspace Designator: VR-060**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**VISUAL FLIGHT ROUTE (VFR)**
- b. Dimensions (nmi. x nmi. x ft)  
**N/A x N/A x 100 AGL - 10,000**
- c. Distance from main airfield  
**66 MILES**
- d. Time enroute from main airfield  
**33 MINUTES**
- e. Controlling agency  
~~N/A~~ *not applicable*
- f. Scheduling agency  
**FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
- If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**NO**
- If so who provides the coverage?
- i. Is the airspace under communications coverage?  
**YES**
- If so who provides the coverage?  
**UNKNOWN**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

2  
CANNON N3  
7-18-94

*Revised by*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

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

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING AND  
POINT TO POINT NAVIGATION**

R

UIC 60508

Airspace Designator: VR-1082

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

**VISUAL FLIGHT ROUTE MTR**

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

**N/A VARIABLE**

*20  
CNATRA 103  
9/8/94*

c. Distance from main airfield

**APPROXIMATELY 25 NM**

d. Time enroute from main airfield

**12 MINUTES**

e. Controlling agency

**N/A**

f. Scheduling agency

**46 TW/DOAO EGLIN AFB, FL**

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

**NO**

- If so, how many?

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

h. Is the airspace under radar coverage?

**YES**

- If so who provides the coverage?

i. Is the airspace under communications coverage?

**UNKNOWN**

- If so who provides the coverage?

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

**NONE** *6*

*2  
CNATRA 103  
9-8-94*

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

**NONE**

R

UIC 60508

l. Number of sorties/movements flown in FY 1990 through 1993

**UNKNOWN**

- By your service

- By other services (including reserves and national guard)

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

**UNKNOWN**

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

**UNKNOWN**

- By your service

- By other services (including reserves and national guard)

o. Total number of hours used

**UNKNOWN**

- By Navy

- By other services (including reserves and national guard)

p. Types of training permitted

**INSTRUMENT FLIGHT TRAINING**

**AND POINT TO POINT NAVIGATION**

R

UIC 60508

Airspace Designator: VR-1084

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

**VISUAL FLIGHT ROUTE MTR**

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

~~N/A~~ VARIABLE

*2*  
*CNATRA N3*  
*9/8/94*

c. Distance from main airfield

**APPROXIMATELY 25 NM**

d. Time enroute from main airfield

**12 MINUTES**

e. Controlling agency

N/A

f. Scheduling agency

**46 TW/DOAO EGLIN AFB, FL**

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

**NO**

- If so, how many?

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

h. Is the airspace under radar coverage?

**YES**

- If so who provides the coverage?

i. Is the airspace under communications coverage?

**UNKNOWN**

- If so who provides the coverage?

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

~~NONE~~ 3

*2*  
*CNATRA N3*  
*9-8-94*

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

**NONE**

R

UIC 60508

- l. Number of sorties/movements flown in FY 1990 through 1993  
**UNKNOWN**
  - By your service
  
  - By other services (including reserves and national guard)
  
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
  
- n. Total number of scheduled hours in FY 1990 through 1993  
**UNKNOWN**
  - By your service
  
  - By other services (including reserves and national guard)
  
- o. Total number of hours used  
**UNKNOWN**
  - By Navy
  
  - By other services (including reserves and national guard)
  
- p. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING  
AND POINT TO POINT NAVIGATION**

R

UIC 60508

Airspace Designator: VR-1085

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

b. Dimensions (nmi. x nmi. x ft)  
~~N/A~~ **VARIABLE** *CNTRAN 3 9/8/94*

c. Distance from main airfield  
**APPROXIMATELY 25 NM**

d. Time enroute from main airfield  
**12 MINUTES**

e. Controlling agency  
**N/A**

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

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

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?

i. Is the airspace under communications coverage?  
**UNKNOWN**

- If so who provides the coverage?

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

*CNTRAN 3 9-8-94*

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

R

UIC 60508

- l. Number of sorties/movements flown in FY 1990 through 1993  
**UNKNOWN**
  - By your service
  
  - By other services (including reserves and national guard)
  
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
  
- n. Total number of scheduled hours in FY 1990 through 1993  
**UNKNOWN**
  - By your service
  
  - By other services (including reserves and national guard)
  
- o. Total number of hours used  
**UNKNOWN**
  - By Navy
  
  - By other services (including reserves and national guard)
  
- p. Types of training permitted  
**INSTRUMENT FLIGHT TRAINING  
AND POINT TO POINT NAVIGATION**

Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **W453**

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

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

c. Distance from main airfield  
**70 MILES**

d. Time en route from main airfield  
**35 MINUTES**

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

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

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**UNKNOWN**

- If so who provides the coverage?  
**UNKNOWN**

Facilities (cont.)

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

- i. Is the airspace under communications coverage?  
UNKNOWN
  - If so who provides the coverage?  
UNKNOWN
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
NONE
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
NONE
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
UNKNOWN
  
  - By other services (including reserves and national guard)  
UNKNOWN
  
- m. Total number of available hours in FY 1990 through 1993  
UNKNOWN
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
UNKNOWN
  
  - By other services (including reserves and national guard)  
UNKNOWN
  
- o. Total number of hours used
  - By your service  
UNKNOWN
  
  - By other services (including reserves and national guard)  
UNKNOWN
  
- p. Types of training permitted  
UNKNOWN

## Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **W155A**

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

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

c. Distance from main airfield  
**50 MILES**

d. Time en route from main airfield  
**25 MINUTES**

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

f. Scheduling agency  
**FACSFAC PENSACOLA, FL.**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

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

Facilities (cont.)

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**FACSFAC PENSACOLA, FL.**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**CONTINUOUS**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

*revised pg*

**UIC 60508**

**Airspace Designator: W155 B**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**WARNING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 42nmi. x 67nmi. x SURFACE TO FL 600**
- c. Distance from main airfield  
**75 MILES**
- d. Time enroute from main airfield  
**37 MINUTES**
- e. Controlling agency  
**FAA, ARTCC JACKSONVILLE, FL**
- f. Scheduling agency  
**FACSFAC PENSACOLA**
- g. Are canned/stereo airways needed to access air space?  
~~UNKNOWN~~ *no*
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**FACS FAC PENSACOLA**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**FACS FAC PENSACOLA**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

2  
*C.N.A.M.A. N3*  
*7-18-54*

revised P3

UIC 60508

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

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

6466 →  
2  
CNMTRA N3  
8-4-94  
CNMTRA N3  
7-18-94  
CNMTRA N3  
8-4-94

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

n. Total number of scheduled hours in FY 1990 through 1993  
*FY: 93 1468*  
- By your service  
~~UNKNOWN~~ *FY 93 808*  
- By other services (including reserves and national guard)  
~~UNKNOWN~~ *FY 93 660*

                      
CNMTRA N3  
7-18-94

o. Total number of hours used  
- By Navy *FY93 1109*  
~~UNKNOWN~~ *609*  
- By other services (including reserves and national guard)  
~~UNKNOWN~~ *FY93 500*

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

*Air Combat Maneuvers*  
*Bombing*  
*Air to Air Gunnery*  
*Surface to Air Gunnery*

                      
CNMTRA N3  
7-18-94

Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: W151A

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

b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 70NM X 48NM X UNLTD**

c. Distance from main airfield  
**40 MILES**

d. Time en route from main airfield  
**20 MINUTES**

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

f. Scheduling agency  
**FACSFAC PENSACOLA, FL.**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

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

**Facilities (cont.)**

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**FACSFAC PENSACOLA, FL.**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **W151B**

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

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

c. Distance from main airfield  
**75 MILES**

d. Time en route from main airfield  
**40 MINUTES**

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

f. Scheduling agency  
**FACSFAC PENSACOLA, FL.**

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

- If so, how many?  
**UNKNOWN**

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

h. Is the airspace under radar coverage?  
**YES**

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

**Facilities (cont.)**

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

- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**FACSFAC PENSACOLA, FL.**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- m. Total number of available hours in FY 1990 through 1993  
**UNKNOWN**
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- p. Types of training permitted  
**UNKNOWN**

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**Airspace Designator: W151 C**

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

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

c. Distance from main airfield  
**82 MILES**

d. Time enroute from main airfield  
**41 MINUTES**

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

f. Scheduling agency  
**3246 TESTW/DOSO**

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

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

h. Is the airspace under radar coverage?  
**YES**

- If so who provides the coverage?  
**FACS FAC PENSACOLA**

i. Is the airspace under communications coverage?  
**YES**

- If so who provides the coverage?  
**FACS FAC PENSACOLA**

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

*2*  
*CNATRAWS*  
*7-18-94*

*ND*

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

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

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

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

2  
COMTRA W3  
7-18-94

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

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

o. Total number of hours used  
- By Navy  
**UNKNOWN**

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

p. Types of training permitted  
**UNKNOWN**

Facilities (cont.)

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

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: CAMDEN RIDGE MOA

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROXIMATELY 40NM X 32NM X 500FT BUT NOT TO INCLUDE 10,000FT**
- c. Distance from main airfield  
**80 MILES**
- d. Time en route from main airfield  
**40 MINUTES**
- e. Controlling agency  
**FAA, ARTCC, ATLANTA, GA.**
- f. Scheduling agency  
**187 FG**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?  
**UNKNOWN**
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**UNKNOWN**
- h. Is the airspace under radar coverage?  
**UNKNOWN**
  - If so who provides the coverage?  
**UNKNOWN**

Facilities (cont.)

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

- i. Is the airspace under communications coverage?  
UNKNOWN
  - If so who provides the coverage?  
UNKNOWN
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
NONE
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
NONE
  
- l. Total number of sorties/movements flown in FY 1990 through 1993
  - By your service  
UNKNOWN
  
  - By other services (including reserves and national guard)  
UNKNOWN
  
- m. Total number of available hours in FY 1990 through 1993  
UNKNOWN
  
- n. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
UNKNOWN
  
  - By other services (including reserves and national guard)  
UNKNOWN
  
- o. Total number of hours used
  - By your service  
UNKNOWN
  
  - By other services (including reserves and national guard)  
UNKNOWN
  
- p. Types of training permitted  
UNKNOWN

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*07*

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**Airspace Designator:**        **TYNDALL MOA A**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
  
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 12nmi. x 10nmi. x 500 AGL - 2,000; 9,000 - 17,000**
  
- c. Distance from main airfield  
**57 MILES**
  
- d. Time enroute from main airfield  
**28 MINUTES**
  
- e. Controlling agency  
**TYNDALL APPROACH CON**
  
- f. Scheduling agency  
**ADWC**
  
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
  
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
  
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**

*Revised*  
*P3*

**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service  
**UNKNOWN**

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

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

**UNKNOWN**

n. Total number of scheduled hours FY 1990 through 1993

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

p. Types of training permitted

**UNKNOWN**

*Revised*  
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Airspace Designator: TYNDALL MOA B

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 20nmi. x 13nmi. x 9,000 - 17,000**
- c. Distance from main airfield  
**64 MILES**
- d. Time enroute from main airfield  
**32 MINUTES**
- e. Controlling agency  
**TYNDALL APPROACH CON**
- f. Scheduling agency  
**ADWC**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace  
**NONE**

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**UIC 60508**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service  
**UNKNOWN**

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

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

n. Total number of scheduled hours FY 1990 through 1993

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

p. Types of training permitted  
**UNKNOWN**

*Revised*  
*P3*

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**Airspace Designator: TYNDALL MOA C**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
  
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 29nmi. x 20nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL - 6,000; 9,000 TO BUT NOT INCLUDING FL 180 BY NOTAM)**
  
- c. Distance from main airfield  
**74 MILES**
  
- d. Time enroute from main airfield  
**37 MINUTES**
  
- e. Controlling agency  
**TYNDALL APPROACH CON**
  
- f. Scheduling agency  
**ADWC**
  
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
  
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
  
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

*Revised by*

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

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service  
**UNKNOWN**

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

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

n. Total number of scheduled hours FY 1990 through 1993

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

p. Types of training permitted  
**UNKNOWN**

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**Airspace Designator: TYNDALL MOA D**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 27nmi. x 9nmi. x 1,000 AGL TO 4,000 (300 AGL - 6,000 BY NOTAM)**
- c. Distance from main airfield  
**93 MILES**
- d. Time enroute from main airfield  
**47 MINUTES**
- e. Controlling agency  
**TYNDALL APPROACH CON**
- f. Scheduling agency  
**ADWC**
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

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**UIC 60508**

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

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service  
**UNKNOWN**

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

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

n. Total number of scheduled hours FY 1990 through 1993

- By your service  
**UNKNOWN**

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

o. Total number of hours used

- By Navy  
**UNKNOWN**

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

p. Types of training permitted  
**UNKNOWN**

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**Airspace Designator: TYNDALL MOA E**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
  
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 37nmi. x 30nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
  
- c. Distance from main airfield  
**96 MILES**
  
- d. Time enroute from main airfield  
**48 MINUTES**
  
- e. Controlling agency  
**TYNDALL APPROACH CON**
  
- f. Scheduling agency  
**ADWC**
  
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
  
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
  
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

*Amended by 3*

**UIC 60508**

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

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

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

n. Total number of scheduled hours FY 1990 through 1993  
  
- By your service  
**UNKNOWN**  
  
- By other services (including reserves and national guard)  
**UNKNOWN**

o. Total number of hours used  
  
- By Navy  
**UNKNOWN**  
  
- By other services (including reserves and national guard)  
**UNKNOWN**

p. Types of training permitted  
**UNKNOWN**

*Revised By*

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**Airspace Designator: TYNDALL MOA F**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)  
**MILITARY OPERATING AREA**
  
- b. Dimensions (nmi. x nmi. x ft)  
**APPROX. 24nmi. x 14nmi. x 1,000 AGL - 4,000 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
  
- c. Distance from main airfield  
**98 MILES**
  
- d. Time enroute from main airfield  
**49 MINUTES**
  
- e. Controlling agency  
**TYNDALL APPROACH CON**
  
- f. Scheduling agency  
**ADWC**
  
- g. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?
  
- h. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
  
- i. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**TYNDALL APPROACH CONTROL**
  
- j. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- k. Number of high altitude airways (above 18,000 ft ) that bisect airspace

*revised 12*

**UIC 60508**

**NONE**

l. Total number of sorties/movements flown in FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

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

**UNKNOWN**

n. Total number of scheduled hours FY 1990 through 1993

- By your service

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

o. Total number of hours used

- By Navy

**UNKNOWN**

- By other services (including reserves and national guard)

**UNKNOWN**

p. Types of training permitted

**UNKNOWN**

## Facilities (cont.)

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

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

Range Name: NONE

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

## Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

Range Name: **R2103**

- a. Location (city/county and state and latitude and longitude)  
**FORT RUCKER, AL.**
- b. Distance from main airfield  
**75 MILES**
- c. Time en route from main airfield  
**45 MINUTES**
- d. Controlling agency  
**FAA, ARTCC, JACKSONVILLE, FL.**
- e. Scheduling agency  
**COMDR, US ARMY AVN CNTR FORT RUCKER, AL.**
- f. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?  
**UNKNOWN**
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**UNKNOWN**
- g. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**CAIRNS APPROACH CONTROL**
- h. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**CAIRNS APPROACH CONTROL**

**Facilities (cont.)**

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

- i. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**
  
- j. Number of high altitude airways (above 18,000 ft ) that bisect airspace  
**NONE**
  
- k. Total number of sorties flown in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- l. Total number of available hours in FY 1990 through 1993  
**CONTINUOUS**
  
- m. Total number of scheduled hours in FY 1990 through 1993
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- n. Total number of hours used
  - By your service  
**UNKNOWN**
  
  - By other services (including reserves and national guard)  
**UNKNOWN**
  
- o. Types of training permitted  
**UNKNOWN**

**Facilities (cont.)**

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

**Range Name: R2917**

- a. Location (city/county and state and latitude and longitude)  
**DE FUNIAK SPRINGS, FL.**
  
- b. Distance from main airfield  
**43 MILES**
  
- c. Time en route from main airfield  
**23 MINUTES**
  
- d. Controlling agency  
**FAA, ARTCC, JACKSONVILLE, FL.**
  
- e. Scheduling agency  
**3246 TESTW/DOSO, EGLIN AFB, FL.**
  
- f. Are canned/stereo airways needed to access air space?  
**UNKNOWN**
  - If so, how many?  
**UNKNOWN**
  
  - If so, what types (i.e., IFR, VFR, or altitude reservation)?  
**UNKNOWN**
  
- g. Is the airspace under radar coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**
  
- h. Is the airspace under communications coverage?  
**YES**
  - If so who provides the coverage?  
**EGLIN APPROACH CONTROL**
  
- i. Number of low level airways (below 18,000 ft) that bisect airspace  
**NONE**

**Facilities (cont.)**

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

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

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

- By your service  
**UNKNOWN**

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

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

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

- By your service  
**UNKNOWN**

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

n. Total number of hours used

- By your service  
**UNKNOWN**

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

o. Types of training permitted  
**UNKNOWN**

## Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

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

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

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

**SEE ATTACHMENT 3 FOR COPY OF NEW ORLEANS SECTIONAL.**

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

**NO**

**Facilities (cont.)****A. Air Space and Flight Training Areas (cont)**

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.

**NO**

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.

**NO**

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

**NO**

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?

**NO**

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

**UNKNOWN, THERE ARE NO REQUIREMENTS WITH ASSIGNED AIRCRAFT.**

20. Is there airspace within 50 NM which permits advanced fighter training?

**YES**

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

**YES**

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

**NO**

## Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

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

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

\* Use appropriate Navy, Air Force, or Army syllabus of training list

## Facilities (cont.)

B. Airfields

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

**Airfield Name: NORTH WHITING AIRPORT**

- a. Location (city/county and state and latitude and longitude)  
**MILTON, FL., 30 43.4N 87 01.3W**
- b. Distance from main field:  
**ZERO**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES (INDEPENDENT OF SOUTH FIELD)**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO, PARALLEL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO, HOWEVER CURRENT TAXIWAY SYSTEM ALLOWS EXPEDITIOUS MOVEMENT OF AIRCRAFT**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, TWO LIGHTED 6,000FT INTERSECTING RUNWAYS THAT ARE 200 FT WIDE. APPROACH LIGHTS ON ONE RUNWAY. PAPI LIGHTS ON ALL RUNWAYS. TACAN AND ASR APPROACHES TO AIRPORT. ALL CLASS "A" CLEAR ZONES ARE NAVY OWNED.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**RWY 05/23 = 51.67%**

**RWY 14/32 = 48.33%**

- k. Is the airfield equipped to support IFR flight operations?  
**YES**
  
- l. Is the airfield owned by your service or leased?  
**OWNED**
  
- m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).  
**SEE "G.", RUNWAYS WOULD SUPPORT ALL OPERATIONS.**

Facilities (cont.)

B. Airfields

Airfield Name: SOUTH WHITING AIRPORT

- a. Location (city/county and state and latitude and longitude)  
**MILTON, FL., 30 41.8N 87 01.0W**
  
- b. Distance from main field:  
**ZERO**
  
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES (INDEPENDENT OF NORTH FIELD)**
  
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO, PARALLEL RUNWAYS**
  
- e. Does the airfield have full-length parallel taxiways?  
**NO**
  
- f. Does the airfield have high speed taxiways?  
**NO**
  
- g. Does the airfield have a crosswind runway?  
**YES, TWO LIGHTED 6,000FT INTERSECTING RUNWAYS THAT ARE 200 FT WIDE. APPROACH LIGHTS ON ONE RUNWAY. PAPI LIGHTS ON ALL RUNWAYS. TACAN AND ASR APPROACHES TO AIRPORT. ALL CLASS "A" CLEAR ZONES ARE NAVY OWNED.**
  
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
  
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**RWY 05/23 = 43.56%**

**RWY 14/32 = 56.44%**

- k. Is the airfield equipped to support IFR flight operations?  
**YES, BOTH FIXED WING AND ROTARY**
  
- l. Is the airfield owned by your service or leased?  
**OWNED**
  
- m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).  
**RUNWAY COMPLEX WOULD SUPPORT ANY OF THESE OPERATIONS. PRIMARILY USED FOR ROTARY AIRCRAFT WHICH ALLOWS FLEXIBILITY IN DEPARTING AND ARRIVING AT VARIOUS LOCATIONS ON THE AIRPORT PROPERTY. CURRENTLY SUPPORTS FIXED WING PRIMARY AND INTERMEDIATE FLIGHT TRAINING. CAN SUPPORT JPATS.**

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF BARIN

- a. Location (city/county and state and latitude and longitude)  
**FOLEY, AL. 30 23N 87 38W**
- b. Distance from main field:  
**44 MILES SW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO, PARALLEL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, TWO LIGHTED 4,000FT RUNWAYS DESIGNED TO ACCOMMODATE DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. EXPANDABLE FOR JPATS IF SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000FT OF RUNWAY.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**RWY 15/33 = 50.97%**

**RWY 09/27 = 49.03%**

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

**NO**

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

**OWNED**

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

**SEE "G."**

Facilities (cont.)

B. Airfields

Airfield Name: NOLF BREWTON (BREWTON MUND)

- a. Location (city/county and state and latitude and longitude)  
**BREWTON, AL. 31 03'N 87 09'W**
- b. Distance from main field:  
**23.5 MILES N OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO**
- e. Does the airfield have full-length parallel taxiways?  
**NO. INTERSECTING RUNWAYS ACT AS TAXIWAYS.**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, TWO RUNWAYS (4,067 AND 5,138 FEET) CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY. LEASE REQUIRES RUNWAY DUTY OFFICER FOR ALL OPERATIONS.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**RWY 12/30 = 68.81%**

**RWY 06/24 = 31.19%**

- k. Is the airfield equipped to support IFR flight operations?  
**YES, HOWEVER NAVY DOES NOT USE FOR IFR OPERATIONS**
  
- l. Is the airfield owned by your service or leased?  
**LEASED**
  
- m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).  
**SEE "G.", CITY PURSUING ACQUISITION OF CONTROL TOWER WITH FAA AND INSTALLING A VORTAC.**

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF EVERGREEN (MIDDLETON AIRPORT)

- a. Location (city/county and state and latitude and longitude)  
**EVERGREEN, AL. 31 25'N 87 03'W**
- b. Distance from main field:  
**49 MILES OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO PARALLEL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**YES**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, TWO 4,000 FOOT RUNWAYS CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY. LEASE REQUIRES RUNWAY DUTY OFFICER FOR ALL OPERATIONS. AUTOMATIC WEATHER STATION ON AIRFIELD.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**RWY 09/27 = 56.31%**

**RWY 18/36 = 43.69%**

- k. Is the airfield equipped to support IFR flight operations?  
**YES, HOWEVER NAVY DOES NOT USE IN IFR CONDITIONS**
- l. Is the airfield owned by your service or leased?  
**LEASED**
- m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).  
**SEE "G.", CITY PURSUING ACQUISITION OF CONTROL TOWER WITH FAA. CONTAINS AUTOMATIC WEATHER STATION ON AIRPORT.**

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF HAROLD

- a. Location (city/county and state and latitude and longitude)  
**HAROLD, FL., 30 41.4N 86 53W**
- b. Distance from main field:  
**8.5 MILES E OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)**
- d. Does the airfield have parallel or dual offset runways?  
**NO, GRASS FIELD WITH DUAL PATTERNS.**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO IFR OPERATIONS**
- e. Does the airfield have full-length parallel taxiways?  
**NO**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, SOD FIELD FOR DAYLIGHT HELICOPTER OPERATIONS ONLY. UTILIZED AS A HELICOPTER TACTICAL FIELD. COURSES 09, 18, 27, AND 36.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**COURSES 18/36 = 64.26%**

**COURSES 09/27 = 35.74%**

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

**NO**

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

**OWNED**

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

**SEE "G.", DESIGNED FOR ROTARY TACTICS AND EXTERNAL LOAD OPERATIONS AS WELL AS CONFINED AREA LANDINGS.**

Facilities (cont.)

B. Airfields

Airfield Name: NOLF HOLLEY

- a. Location (city/county and state and latitude and longitude)  
**HOLLEY-NAVARRE, FL. 30 26'N 86 54'W**
- b. Distance from main field:  
**21 MILES SSE OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO PARALLEL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO. INTERSECTING RUNWAYS ACT AS TAXIWAYS.**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, TWO RUNWAYS (3,600 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. CLOSED RUNWAY USED AS A TAXIWAY. NOT EXPANDABLE FOR JET AIRCRAFT.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**RWY 17/35 = 54.87%**

**RWY 09/27 = 45.13%**

- k. Is the airfield equipped to support IFR flight operations?  
**NO**
- l. Is the airfield owned by your service or leased?  
**OWNED**
- m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).  
**SEE "G."**

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF PACE

- a. Location (city/county and state and latitude and longitude)  
**WALLACE, FL. 30 42N 87 12W**
- b. Distance from main field:  
**11 MILES W OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)**
- d. Does the airfield have parallel or dual offset runways?  
**NO, GRASS FIELD WITH DUAL PATTERNS**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO IFR FLIGHT OPERATIONS**
- e. Does the airfield have full-length parallel taxiways?  
**NO**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS. COURSES OF 09, 27, 18, AND 36.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

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Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?

NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.

COURSES 18/36 = 53.86%

R

COURSES 09/27 = 46.14%

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

NO

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

OWNED

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

SEE "G."

Facilities (cont.)

B. Airfields

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

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

- k. Is the airfield equipped to support IFR flight operations?  
**NO**
- l. Is the airfield owned by your service or leased?  
**OWNED**
- m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).  
**SEE "G."**

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF SANTA ROSA

- a. Location (city/county and state and latitude and longitude)  
**MILTON, FL., 30 36N 86 56W**
- b. Distance from main field:  
**8.5 MILES SSE OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT)**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO DUAL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, AIRFIELD WITH FOUR RUNWAYS (4,500 FEET BY 150 FEET) CAPABLE OF AND USED FOR DAY/NIGHT HELICOPTER OPERATIONS. RUNWAY AND GRASS (SOD) AREAS USED FOR LANDINGS. SECTION OF ONE RUNWAY LIGHTED FOR NIGHT OPERATIONS. INSTRUMENT RECOVERY AIRFIELD FOR HELICOPTERS USING THE SANTA ROSA TACAN AND THE CRESTVIEW VORTAC. COURSES OF 09, 18, 27, AND 36. FIELD IS JPATS CAPABLE.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**COURSES 18/36 = 64.88%**

**COURSES 09/27 = 35.12%**

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

**YES**

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

**OWNED**

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

Facilities (cont.)

B. Airfields

**Airfield Name: NOLF SAUFLEY**

- a. Location (city/county and state and latitude and longitude)  
**PENSACOLA, FL. 30 28'N 87 20'W**
- b. Distance from main field:  
**26 MILES SSW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO PARALLEL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, TWO RUNWAYS (4,000 FEET) CAPABLE OF SUPPORTING DUAL/SOLO PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. ONE RUNWAY CONFIGURED WITH RUNWAY LIGHTS. JPATS CAPABLE. EXPANDABLE IF JPATS SOURCE SELECTION CHOOSES AN AIRCRAFT THAT REQUIRES MORE THAN 4,000 FEET OF RUNWAY.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

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**CWATRYN3**

Facilities (cont.)

B. Airfields

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

**RWY 05/23 = 57.75%**

**RWY 14/32 = 42.25%**

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

**NO**

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

**OWNED**

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

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF SILVERHILL

- a. Location (city/county and state and latitude and longitude)  
**ROBERTSDALE, AL. 30 43'N 87 49'W**
- b. Distance from main field:  
**47 MILES WSW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO PARALLEL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO. INTERSECTING RUNWAYS SERVE AS TAXIWAYS.**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, THREE RUNWAYS (TWO AT 2,915 FEET, AND ONE AT 3,000 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP AIRCRAFT (T-34C) OPERATIONS. EXPANDABLE FOR JPATS.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**RWY 09/27 = 75.41%**

**RWY 16/34 = 24.59%**

**RWY 05/23 = CLOSED FOR REPAIRS**

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

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

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

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF SITE 8

- a. Location (city/county and state and latitude and longitude)  
**PENSACOLA, FL. 30.32°N 87 22'W**
- b. Distance from main field:  
**25.5 MILES SW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT).**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO DUAL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS ONLY. UTILIZED AS A HELICOPTER TACTICAL AIRFIELD. HELICOPTER REFUELING FACILITY ON SITE. COURSES OF 09, 18, 27, AND 36.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

## Facilities (cont.)

B. Airfields

- j. What percent of the time do conditions force the crosswind runway to be used?

**NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.**

**COURSES 09/27 = 54.46%**

**COURSES 18/36 = 45.54%**

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

**NO. DOES SUPPORT PRACTICE INSTRUMENT APPROACHES AND DEPARTURES IN VFR ONLY CONDITIONS.**

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

**OWNED**

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

**DESIGNED TO SUPPORT ROTARY OPERATIONS, EXTERNAL LOAD OPERATIONS AND CONFINED AREA LANDINGS. HAS CLOSED CIRCUIT REFUELING.**

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF SPENCER

- a. Location (city/county and state and latitude and longitude)  
**PACE FL., 30 37'N 87 08'W**
- b. Distance from main field:  
**9.5 MILES SW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**YES, TWO INDEPENDENT PATTERNS FOR HELICOPTER OPERATIONS (LEFT AND RIGHT).**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO DUAL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, SOD FIELD FOR DAYTIME HELICOPTER OPERATIONS ONLY. RUNWAY SURFACES USED AS LANDING PADS AND NOT AS RUNWAYS. HELICOPTER REFUELING FACILITY ON SITE. COURSES 09, 18, 27, AND 36.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

## Facilities (cont.)

B. Airfields

- j. What percent of the time do conditions force the crosswind runway to be used?

**NONE OF THE COURSES ARE DESIGNATED AS CROSSWIND. ALL COURSES ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH COURSES WAS UTILIZED IN FY 93.**

**COURSES 18/36 = 58.56%**

**COURSES 14/32 = 41.44%**

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

**NO**

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

**OWNED**

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

**SEE "G.", ROTARY OPERATIONS ONLY.**

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF SUMMERDALE

- a. Location (city/county and state and latitude and longitude)  
**SUMMERDALE, AL., 30 31'N 87 39'W**
- b. Distance from main field:  
**41 MILES SW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
- d. Does the airfield have parallel or dual offset runways?  
**N/A**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO PARALLEL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO, INTERSECTING RUNWAYS SERVE AS TAXIWAYS**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, THREE RUNWAYS (2,850 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP (T-34C) OPERATIONS. EXPANDABLE FOR JPATS.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

Facilities (cont.)

B. Airfields

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

**RWY 10/28 = 38.67%**

**RWY 04/22 = 38.60%**

**RWY 16/34 = 22.73%**

- k. Is the airfield equipped to support IFR flight operations?  
**NO**
- l. Is the airfield owned by your service or leased?  
**OWNED**
- m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).  
**SEE "G."**

## Facilities (cont.)

B. AirfieldsAirfield Name: NOLF WOLF

- a. Location (city/county and state and latitude and longitude)  
**FOLEY, AL., 30 21'N 87 33'W**
- b. Distance from main field:  
**41 MILES SSW OF NASWF**
- c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?  
**NO FOR FIXED WING. YES FOR ROTARY WING.**
- d. Does the airfield have parallel or dual offset runways?  
**NO**
  - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?  
**NO PARALLEL RUNWAYS**
- e. Does the airfield have full-length parallel taxiways?  
**NO, INTERSECTING RUNWAYS SERVES AS TAXIWAYS**
- f. Does the airfield have high speed taxiways?  
**NO**
- g. Does the airfield have a crosswind runway?  
**YES, THREE RUNWAYS (3,000 FEET) CAPABLE OF SUPPORTING DAYTIME DUAL PROP/TURBOPROP (T-34C) OPERATIONS. NOT EXPANDABLE FOR JPATS.**
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity?  
**NO**
- i. How much capacity is lost?  
**NONE**

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Facilities (cont.)

B. Airfields

j. What percent of the time do conditions force the crosswind runway to be used?

NONE OF THE RUNWAYS ARE DESIGNATED AS CROSSWIND. ALL RUNWAYS ARE CONSIDERED PRIMARY. THE FOLLOWING IS HOW MUCH EACH RUNWAY WAS UTILIZED IN FY 93.

RWY 09/27 = 57.70%

RWY 04/22 = 28.97%

RWY 18/36 = 13.33%

R

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

NO

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

OWNED

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

SEE "G.", COULD BE CAPABLE OF HELICOPTER OPERATIONS.

Facilities (cont.)

B. Airfields

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

**RWY 09/27 = 57.70%**

**RWY 04/22 = 28.97%**

**RWY 18/36 = 14.33%**

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

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

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NORTH AND SOUTH WHITING FIELD**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: FAMILY HOUSING**

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

NOTE 1: OWNED AND OPERATED BY LOCAL UTILITY

## Facilities (cont.)

## B. Airfields (cont.)

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

Facilities (cont.)

B. Airfields cont.

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

**FACILITY: MARINA**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF SUMMERDALE**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF SILVERHILL**

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

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**NOTE: 1 RUNWAYS CURRENTLY UNDER CONSTRUCTION & WILL BECOME ADEQUATE**

## Facilities (cont.)

B. Airfields (cont.)

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF EVERGREEN**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

NOTE: CIVILIAN AIRFIELD LEASED BY NAVY FOR OPERATIONS

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF WOLF**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF HOLLEY**

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

Facilities (cont.)

B. Airfields (cont.)

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF SAUFLEY**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF SANTA ROSA**

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

\* SCALED FROM DRAWING #5242415

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## Facilities (cont.)

## B. Airfields (cont.)

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

\* SCALED FROM DRAWING #5242415

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Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF SITE EIGHT**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF PACE**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF HAROLD**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF SPENCER**

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

## Facilities (cont.)

## B. Airfields (cont.)

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

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\*\* SCALED FROM DRAWING #5242418

## Facilities (cont.)

B. Airfields cont.

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

**FACILITY: NOLF BARIN**

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

## Facilities (cont.)

B. Airfields (cont.)

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

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## Facilities (cont.)

## B. Airfields (cont.)

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

## NAS WHITING FIELD (NORTH)

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

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO CAN REFUEL OR DEFUEL

NOTE 3: CONTRACTOR OWNED

NOTE 4: SEE QUESTION 4

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Facilities (cont.)

B. Airfields (cont.)

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

**NAS WHITING FIELD (NORTH)**

Facility Type (CCN)	Facility Use	Unit of Measure	Ade-quate/Per-manent	Substan-dard/Semi-Permanent	Inade-quate/Tem-porary
111-10	RUNWAYS FIXED WING	SY	266,667	0	265,000 (N4)
113-20	PARKING APRONS	SY	307,066	0	0
113-40	ACCESS APRONS N(1)	SY	0	15,000	0
121-20	TRUCK REFUELING	GM	N(2)	0	0
121-30	DEFUELER N(3)	UNITS	1	0	0
124-30	FUEL STORAGE	GA	402,040	0	0
421-XX	AMMUNITION STORAGE	LBS	1,000	0	0
610-10	Admin Offices	SY	6,384	0	0
610-20	AUTOMATIC DATA PROCESSING	SY	67	138	0
211-20	AIRCRAFT MAINTENANCE	SY	14,084	0	0
441-XX	GENERAL SUPPLY STG. COVERED	SY	3,285	0	0
451-XX	GENERAL SUPPLY STG. OPEN	SY	895	0	0

R

R

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM.

TWO CAN REFUEL OR DEFUEL

NOTE 3: CONTRACTOR OWNED

NOTE 4: SEE QUESTION 4

R

## Facilities (cont.)

B. Airfields (cont.)

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

**NAS WHITING FIELD (NORTH)**

Facility Type (CCN)	Facility Use	Unit of Measure	Ade-quate/Per-manent	Substan-dard/Semi-Permanent	Inade-quate/Tem-porary
111-10	RUNWAYS FIXED WING	SY	266,667	0	265,000 (N5)
113-20	PARKING APRONS	SY	307,066	0	0
113-40	ACCESS APRONS N(1)	SY	0	15,000	0
121-20	TRUCK REFUELING	GM	N(2)	0	0
121-30	DEFUELER N(3)	UNITS	1	0	0
124-30	FUEL STORAGE	GA	402,040	0	0
421-XX	AMMUNITION STORAGE	LBS	1,000	0	0
610-20	AUTOMATIC DATA PROCESSING	SY	67	138	0
211-20	AIRCRAFT MAINTENANCE N(4)	SY	25,217	0	0
441-XX	GENERAL SUPPLY STG. COVERED	SY	4,008	0	0
451-XX	GENERAL SUPPLY STG. OPEN	SY	895	0	0

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO CAN REFUEL OR DEFUEL

NOTE 3: CONTRACTOR OWNED

NOTE 4: AIRCRAFT MAINTENANCE LOCATED ON NORTH AND SOUTH FIELDS

NOTE 5: SEE QUESTION 4

## Facilities

B. Airfields (cont)NAS WHITING FIELD (SOUTH)

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

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: SEE QUESTION 4

NOLF BARIN

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

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Facilities

B. Airfields (cont)

NAS WHITING FIELD (SOUTH)

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	266,667	0	225,833 (N2)
111-20	LANDING PADS	SY	1,111	0	0
113-20	PARKING APRONS	SY	226,667	0	0
113-40	ACCESS APRONS N(1)	SY	22	95,534	0
610-10	ADMINISTRATIVE OFFICES	SY	5,236	0	35 (N2)
211-20	Aircraft Maintenance	SY	11,133	0	0

R  
R

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: SEE QUESTION 4

NOLF BARIN

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

R  
R

Facilities

B. Airfields (cont)

**NAS WHITING FIELD (SOUTH)**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	266,667	0	225,833 (N4)
111-20	LANDING PADS	SY	1,111	0	0
113-20	PARKING APRONS	SY	226,667	0	0
113-40	ACCESS APRONS N(1)	SY	22	95,534	0
610-10	ADMINISTRATIVE OFFICES N(2)	SY	9,862	0	35 (N4)

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: ADMINISTRATIVE SPACE LOCATED ON NORTH AND SOUTH WHITING.

NOTE 3: THIS IS THE 6TH FLOOR OF A NON-ELEVATOR BUILDING.

NOTE 4: SEE QUESTION 4

**NOLF BARIN**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS FIXED WING	SY	133,332	0	0
113-20	PARKING APRONS	SY	8,000	150,057	0

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B. Airfields (cont)

**NOLF BREWTON**

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

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

**NOLF EVERGREEN**

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

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

**NOLF HOLLEY**

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

R

## Facilities

B. Airfields (cont)NOLF BREWTON

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

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

NOLF EVERGREEN

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

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

NOLF HOLLEY

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

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Facilities

B. Airfields (cont)

NOLF SAUFLEY

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

NOTE 1: SEE QUESTION 4

NOLF SILVERHILL

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

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

NOLF SUMMERDALE

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

NOLF WOLF

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

Facilities

B. Airfields (cont)

**NOLF SAUFLEY**

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

NOTE 1: SEE QUESTION 4

**NOLF SILVERHILL**

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

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

**NOLF SUMMERDALE**

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

**NOLF WOLF**

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

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Facilities

B. Airfields (cont)

**NOLF HAROLD**

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

R

NOTE: GRASS FIELD 573 ACRES.

**NOLF PACE**

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

R

Note: GRASS FIELD 207 ACRES.

**NOLF SITE 8**

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

R

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.

NOTE: GRASS FIELD 640 ACRES.

Facilities

B. Airfields (cont)

**NOLF HAROLD**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
NONE					

**NOTE: GRASS FIELD 573 ACRES.**

**NOLF PACE**

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate
NONE					

**Note: GRASS FIELD 207 ACRES.**

**NOLF SITE 8**

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

**NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.**

**NOTE: GRASS FIELD 640 ACRES.**

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Facilities

B. Airfields (cont)

**NOLF SANTA ROSA**

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

R

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

**NOLF SPENCER**

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

R

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

RUNWAYS ARE USED AS LANDING PADS.

Facilities

B. Airfields (cont)

**NOLF SANTA ROSA**

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

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

**NOLF SPENCER**

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

NOTE 1: 1 CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.

RUNWAYS ARE USED AS LANDING PADS.

NOTE 2: PRIMARILY A GRASS FIELD 640 ACRES.

## Facilities

B. Airfields (cont)

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

NAS WHITING FIELD (NORTH)

- a. Facility Type/Code:  
**RUNWAYS FIXED WING (110-10)**
- b. What makes it inadequate?  
**TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.**
- c. What use is being made of the facility?  
**ABANDONED**
- d. What is the cost to upgrade the facility to substandard?  
**DATA NOT MAINTAINED BECAUSE UPGRADE IS NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY ZONES IS TO BE UPGRADED FOR PARKING OR TAXI RESURFACING/SEALING WOULD BE REQUIRED.**
- e. What other use could be made of the facility and at what cost?  
**NONE**
- f. Current improvement plans and programmed funding:  
**NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTTALLING 131KSY. (REMAINING 134KSY MADE UP OF ABANDONED RUNWAYS)**
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO.**

## Facilities

B. Airfields (cont)NAS WHITING FIELD (SOUTH)

- a. Facility Type/Code:  
**RUNWAY FIXED WING (110-10)**
- b. What makes it inadequate?  
**TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.**
- c. What use is being made of the facility?  
**ABANDONED**
- d. What is the cost to upgrade the facility to substandard?  
**DATA NOT MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY SURFACES IS TO BE UPGRADED FOR PARKING OR TAXI, RESURFACING/SEALING WOULD BE REQUIRED.**
- e. What other use could be made of the facility and at what cost?  
**NONE**
- f. Current improvement plans and programmed funding:  
**NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING ADEQUATE ARE 200 FEET WIDE-REDUCED FROM 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALLING 131KSY (SAME AS NORTH FIELD).**
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO.**

## Facilities

B. Airfields (cont)NAS WHITING FIELD (SOUTH)

- a. Facility Type/Code:  
**ADMINISTRATIVE OFFICE (610-10)**
- b. What makes it inadequate?  
**INADEQUATE ACCESS AND ENVIRONMENTAL CONTROL**
- c. What use is being made of the facility?  
**VACANT**
- d. What is the cost to upgrade the facility to substandard?  
**UNKNOWN**
- e. What other use could be made of the facility and at what cost?  
**UNKNOWN**
- f. Current improvement plans and programmed funding:  
**NONE. THIS 35 SQUARE YARDS IS THE 6TH FLOOR OF A NON-ELEVATOR BUILDING.**
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO.**

NOLF SAUFLEY

- a. Facility Type/Code:  
**RUNWAYS FIXED WING (110-10)**
- b. What makes it inadequate?  
**TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE.**
- c. What use is being made of the facility?  
**ABANDONED**
- d. What is the cost to upgrade the facility to substandard?  
**MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY DATA NOT SURFACE OUTSIDE PRIMARY ZONES IS TO BY UPGRADED FOR PARKING OF TAXI, RESURFACING/SEALING WOULD BE REQUIRED.**
- e. What other use could be made of the facility and at what cost?  
**NONE, USED FOR DRIVER TRAINING**
- f. Current improvement plans and programmed funding:  
**NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100 FOOT WIDTH OF THE ORIGINAL 300 FOOT WIDE RUNWAYS. EXISTING ADEQUATE RUNWAYS ARE 150 FEET WIDE-REDUCED FROM 300 FOOT WIDTH. THERE IS, THEREFORE, A 75 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALLING 130,000 SY.**
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO.**

## Facilities (cont.)

C. Ground Training Facilities

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

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

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

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

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

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Facilities (cont.)

C. Ground Training Facilities

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

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

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

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

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

## Facilities

C. Ground Training Facilities

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
179-40	Small Arms Range	SY	867	0	0
N/A	Fitness trail	MILES	1.6	0	0
740-43	Gymnasium	SY	3015	0	0
179-50	Security Working Dogs	SY	885	0	0
179-45	Drill Tower	SY	112	0	0
179-45	Live Fire	SY	178	0	0
740-50	Theater	SY	367	0	0
171-25	Auditorium	SY	0	299	0
171-10	NETSAFA School	SY	444	0	0
724-30	Sikes Hall	SY	1000	0	0

2. 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: **NONE**
- 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?

**Facilities**

D. Aircraft Maintenance Facilities

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

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

## Facilities (cont.)

E. Special Military Facilities

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

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

**Facilities (cont.)**

**E. Special Military Facilities**

**2. Contingency and Deployment Requirements:**

(Assume full mobilization, sustained 24-hour capability)

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

**NO**

**3. Does installation have a dedicated munitions loading pad?**

**NO**

a. If yes, are there any access limitations?

**NO LOADING PAD**

b. What type aircraft have used your pad over the last five years?

**NO LOADING PAD**

Facilities (cont.)

E. Special Military Facilities

4. Is the installation located within 150NM of:

a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

**YES. GULFPORT, MS. (SEABEE UNIT)**

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

**YES**

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

**YES, PENSACOLA/MOBILE/PASCAGOULA**

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)

**NO, FOR MEDICAL AND DENTAL FACILITIES.**

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

**NO, FOR MEDICAL AND DENTAL FACILITIES.**

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

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

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

**Facilities (cont.)**

**F. Facility Support Arrangements for Other Services**

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

**SEE NOTE 1 FOR DESCRIPTION OF TWO LETTER CODES**

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

Facilities (cont.)

F. Facility Support Arrangements for Other Services

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

**SEE NOTE 1 FOR DESCRIPTION OF TWO LETTER CODES**

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

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

Facilities (cont.)

F. Facility Support Arrangements for Other Services

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

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

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

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

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

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

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

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

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

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

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

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

## Facilities (cont.)

F. Facility Support Arrangements for Other Services

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

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

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

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

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

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

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

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

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

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

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

## Facilities (cont.)

F. Facility Support Arrangements for Other Services

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

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

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

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

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

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

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

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

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

## Facilities (cont.)

G. Proximity to Operational Mission Areas

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

NO

H. Proximity to Training Areas

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

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

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

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

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

**40 NAUTICAL MILES**

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

**INSTALLATION**

CLOSE HOLD

UIC 60508

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Facilities (cont.)

I. Proximity to Other Support Facilities

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

Airfield Name	Major Use / Capability	Location / Distance in sm
Fairhope	Civilian airport/approaches/landings	55 SW
Foley	Civilian airport/approaches/landings	45 SW
Gulf Shores	Civilian airport/approaches/landings	50 SW
Atmore	Civilian airport/approaches/landings	35 NW
Peter Prince	Civilian airport/approaches/landings	5 SSE

R

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

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

Military Facility Name	Actual / Proposed Use	Distance sm
NAS Pensacola	Approaches / Landings	31 SW
Hurlburt Field	Landings	28 SE
Keßler AFB	Approaches / Landings	114 W
Eglin AFB	Approaches / Landings	34 SE
Duke Field	ILS / landings	30 E
Choctaw	Landings	15 SE *

R

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\* 11 NM BETWEEN NEAREST POINTS

NASWF (20)  
MILITARY VALUE

Facilities (cont.)

I. Proximity to Other Support Facilities

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

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

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

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

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

## Facilities (cont.)

I. Proximity to Other Support Facilities

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

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

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

Future Requirements (cont.)

B. Encroachment

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

NO

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

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

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

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

Future Requirements (cont.)

B. Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordinances?

**YES, IN SANTA ROSA AND ESCAMBIA COUNTIES OF FLORIDA.**

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

**SEE ATTACHMENT FOUR**

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

**The Santa Rosa County Ordinance restricts growth around North and South Whiting and NOLF's Pace, Holley, Harold, Spencer and Santa Rosa. The Escambia ordinance restricts growth around NOLF's Saufley and Site 8.**

**SEE ATTACHMENTS FIVE AND SIX**

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

**Future Requirements (cont.)****B. Encroachment (cont)**

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

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

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

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

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

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

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

**SEE ATTACHMENTS SEVEN AND EIGHT**

**Future Requirements (cont.)**

B. Encroachment (cont)

7. Air Space Encroachment.

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

**YES**

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.

**FOUR PER MONTH OVER A THREE YEAR PERIOD.**

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

**NO**

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

**NOT REQUIRED**

**Future Requirements (cont.)****B. Encroachment (cont)**

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

## a. Instructions:

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

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

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

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

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

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

Future Requirements (cont.)

B. Encroachment (cont)

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

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

**AIRFIELD: NORTH WHITING FIELD**

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

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

**AIRFIELD: SOUTH WHITING FIELD**

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

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

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

Future Requirements (cont.)

B. Encroachment (cont)

**AIRFIELD: NOLF SANTA ROSA/COURSES**

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

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

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

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

## Future Requirements (cont.)

## B. Encroachment (cont)

**AIRFIELD: NOLF SPENCER/COURSES**

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

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

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

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

Future Requirements (cont.)

B. Encroachment (cont)

**AIRFIELD: NOLF SITE EIGHT/COURSES**

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

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

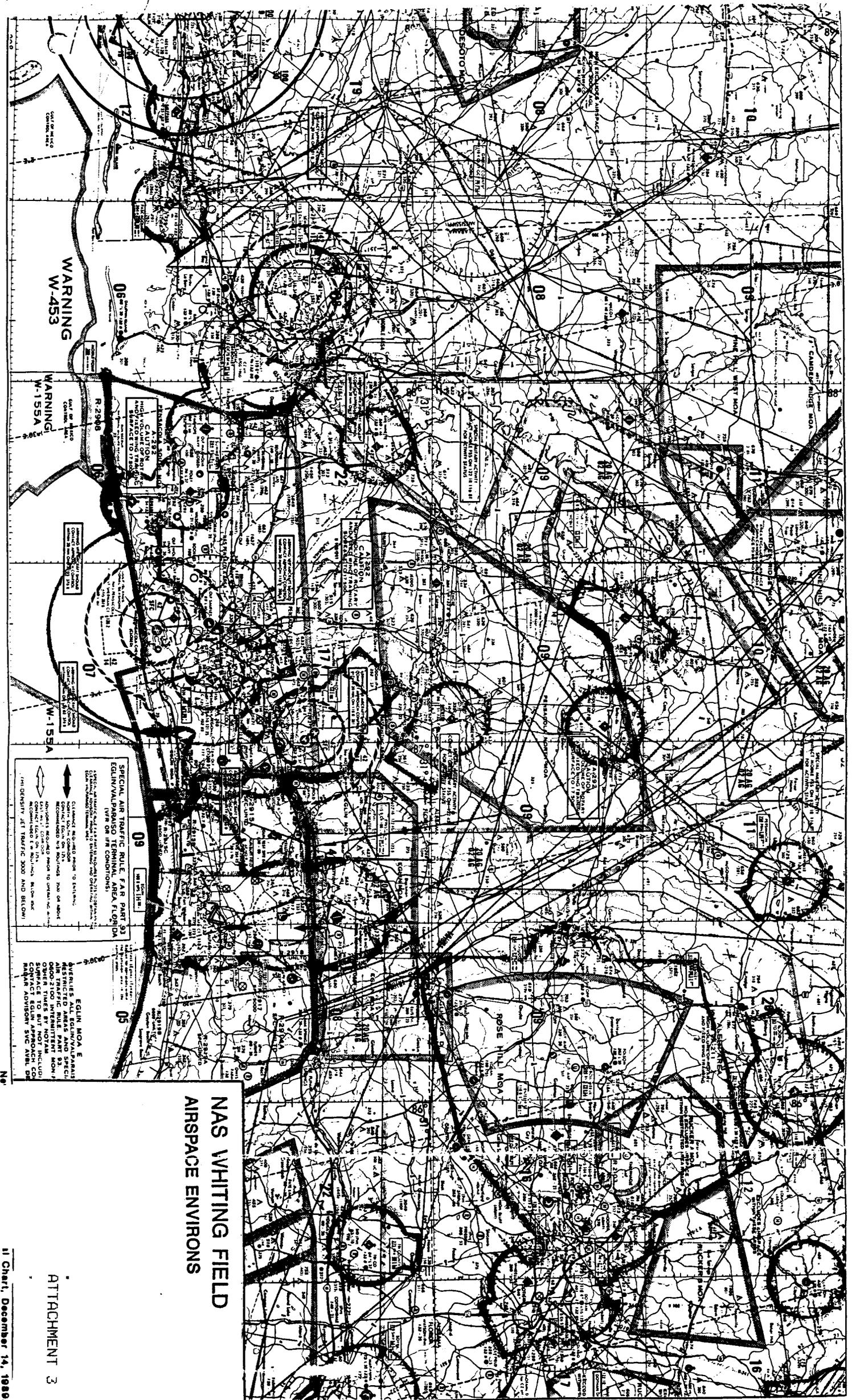
Zones	Rwy No	Est Pop	Acres	% Incomp L-U	Zones	Rwy No	Est Pop	Acres	% Incomp L-U
CZ	18L	0	0	0	CZ	18R	0	0	0
APZ I	18L	0	0	0	APZ I	18R	0	0	0
APZ II	18L	0	0	0	APZ II	18R	0	0	0

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

**TABLE I-1**  
**Land Use Objectives**  
**Conditions for Development**  
 (Page 1 of 5)

YES - ACCEPTABLE DEVELOPMENT    \* - CONDITIONAL DEVELOPMENT PERMITTED BY NOTES    NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED

<u>LAND USE CATEGORY</u>	<u>AIRPORT ENVIRON AREAS</u>									
	<u>A</u>	<u>B3</u>	<u>B2</u>	<u>B1</u>	<u>C3</u>	<u>C2</u>	<u>C1</u>	<u>3</u>	<u>2</u>	
<u>RESIDENTIAL</u>										
Single-Family Dwellings . . . . .	No	No	*24,17	*24	No	*16,17	*16	No	*17	
2 Family, Multi-Family Dwellings; Mobile Home Parks or Courts . . . . .	No	No	No	No	No	No	No	No	*17	
Group Quarters; Residential Hotels; Transient Lodgings . . . . .	No	No	No	No	No	No	No	*21	*17	
<u>INDUSTRIAL/MANUFACTURING</u>										
Food & Kindred Products; Textile Mill Products . . . . .	No	No	No	No	*5	*12	Yes	*5	*12	
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related Rubber & Misc. Plastic Products . . . . .	No	No	No	No	No	No	No	*5	*12	
Lumber & Wood Products; Furniture & Fixtures; Paper and Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing . . . . .	No	*5	*12	Yes	*5	*12	Yes	*5	*12	
Professional, Scientific & Control Instruments . . . . .	No	No	No	No	No	*12	No	*5	*12	
<u>TRANSPORTATION, COMMUNICATION AND UTILITIES</u>										
Railroad; Rapid Transit (on grade) . . . . .	*1,3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Highway & Street Right-of-Way . . . . .	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Automobile Parking . . . . .	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Communications . . . . .	*3	*5	*12	Yes	*5	*12	Yes	*5	*12	
Utilities (except above ground transmission lines) . . . . .	*2	*5	*12	Yes	*5	*12	Yes	*5	*12	
Above Ground Transmission Lines . . . . .	No	No	No	No	Yes	Yes	Yes	Yes	Yes	



**NAS WHITING FIELD  
AIRSPACE ENVIRONS**

ATTACHMENT 3

**TABLE I-1**  
**Land Use Objectives**  
**Conditions for Development**  
 (Page 2 of 5)

<u>YES - ACCEPTABLE DEVELOPMENT</u>	<u>* - CONDITIONAL DEVELOPMENT PERMITTED BY NOTES</u>					<u>NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED</u>			
<u>LAND USE CATEGORY</u>	<u>AIRPORT ENVIRON AREAS</u>								
	<u>A</u>	<u>B3</u>	<u>B2</u>	<u>B1</u>	<u>C3</u>	<u>C2</u>	<u>C1</u>	<u>3</u>	<u>2</u>
<u>COMMERCIAL/RETAIL TRADE</u>									
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail) . . . . .	No	*5	*12	Yes	*5	*12	Yes	*5	*12
General Merchandise (Retail); Food Retail; Apparel and Accesories (Retail) . . . . .	No	No	No	No	*6	*13	Yes	*6	*13
Furniture; Home Furnishings (Retail) . . . . .	No	No	No	No	*6	*12	Yes	*6	*13
Eating & Drinking Establishments . . . . .	No	No	No	No	No	No	No	*14	*6
<u>PERSONAL &amp; BUSINESS SERVICES</u>									
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services .	No	No	No	No	*14	*6	Yes	*6	*14
Repair Services; Contract Construction Services . . . . .	No	*6	*13	Yes	*6	*13	Yes	*6	*13
Automobile Service Stations . . . . .	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<u>PUBLIC &amp; QUASI-PUBLIC SERVICES</u>									
Government Services . . . . .	No	No	No	No	No	*13, 18	*20	*6	*13
Educational Services; Cultural Activities; Non-Profit Org. . .	No	No	No	No	No	No	No	No	*14
Medical & Other Health Services . . . . .	No	No	No	No	No	No	No	*6	*14
Cemeteries . . . . .	No	*7	*7	*7	*7	*7	*7	Yes	Yes



TABLE I-1  
Notes  
(Page 4 of 5)

For this table, NLR means Noise Level Reduction.

1. No passenger terminals are permitted.
2. No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.
3. Permitted only within height constraints.
4. Hunting and fishing are permitted only for wildlife control.
5. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.
6. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.
7. Chapels are not permitted.
8. Development is subject to the condition that spectator stands are not built as part of this land use operation.
9. Development is subject to the condition that clubhouses are not built as part of this land use operation.
10. Development is subject to the condition that concentrated rings with classes larger than 25 are not built as part of this land use operation.
11. Residential structures are not permitted.
12. Compatible development is conditioned on design and construction providing for a NLR of 25 dBA in reception, office, retail and employee lounge areas.
13. Compatible development is conditioned on design and construction providing for a NLR of 25 dBA throughout the facility.
14. Compatible development is conditioned on design and construction providing for a NLR of 35 dBA throughout the facility.
15. Development is subject to the condition that concentrated rings with classes larger than 50 are not built as part of this land operation.

TABLE I-1  
Notes  
(Page 5 of 5)

For this table, NLR means Noise Level Reduction.

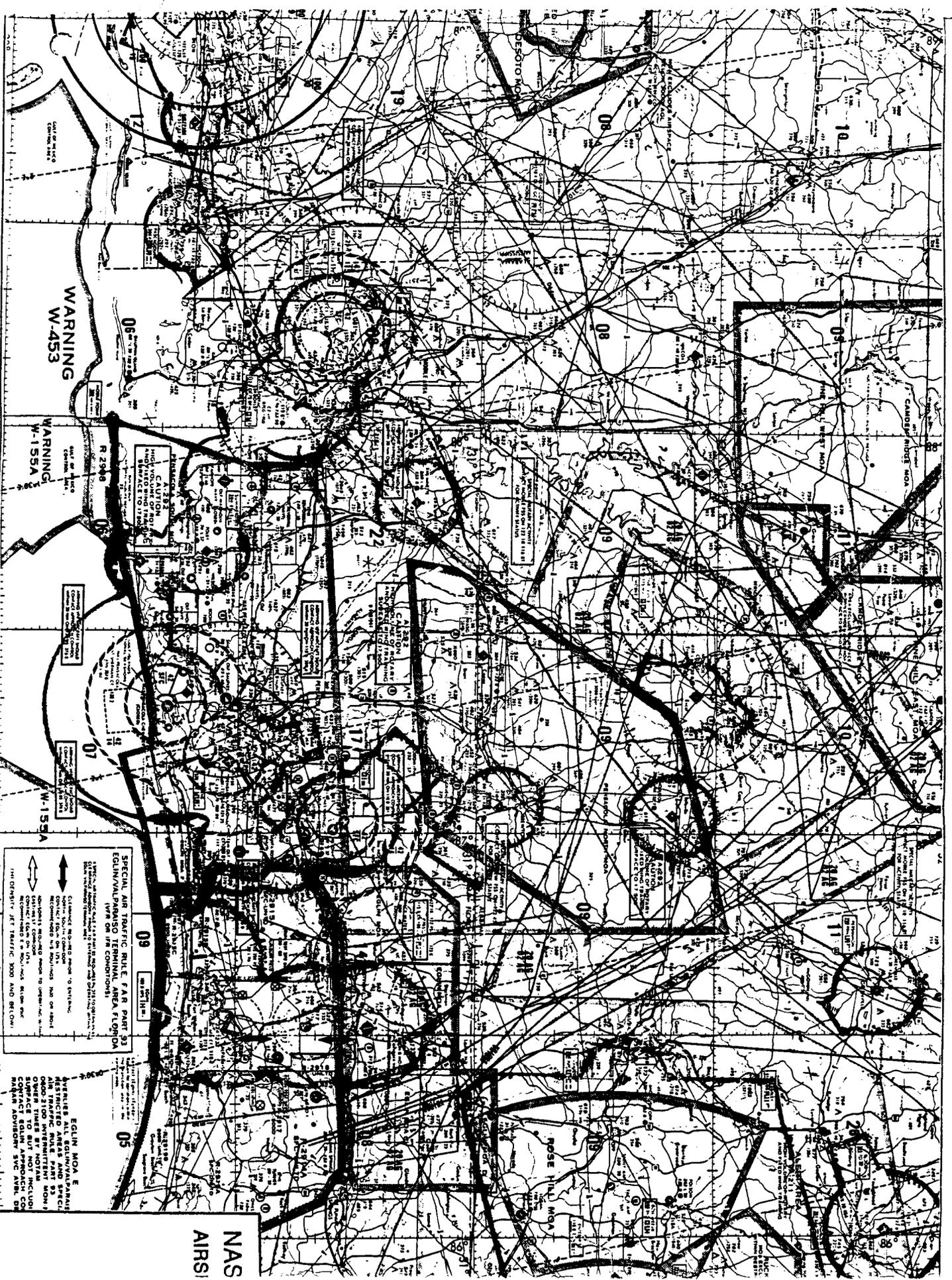
16. Development is subject to the condition that maximum density not exceed 2 dwelling units per acre.
17. Compatible development is conditioned on dwelling design and construction providing for a NLR of 30 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
18. Development is subject to the condition that meeting places, auditoriums and the like for gatherings of more than 25 people are not built as part of this land use operation.
19. Development is subject to the condition that the park is oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.
20. Development is subject to the condition that meeting places, auditoriums and the like for a gathering of more than 50 people are not built as part of this land use operation.
21. Compatible development is conditioned on residential unit design and construction providing for a NLR of 35 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
22. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA in the clubhouse.
23. Compatible development is conditioned on design construction providing for a NLR of 35 dBA in permanent residential units and 30 dBA in other permanent structures.
24. Development is subject to the condition that maximum density not exceed 1 dwelling per five acres.

TABLE I-1  
Land Use Objectives  
Conditions for Development  
(Page 1 of 5)

YES - ACCEPTABLE DEVELOPMENT    \* - CONDITIONAL DEVELOPMENT PERMITTED BY NOTES    NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY	AIRPORT ENVIRON AREAS									
	A	B3	B2	B1	C3	C2	C1	3	2	
<u>RESIDENTIAL</u>										
Single-Family Dwellings . . . . .	No	No	*24,17	*24	No	*16,17	*16	No	No	*17
2 Family, Multi-Family Dwellings; Mobile Home Parks or Courts . . . . .	No	No	No	No	No	No	No	No	No	*17
Group Quarters; Residential Hotels; Transient Lodgings . . . . .	No	No	No	No	No	No	No	*21	No	*17
<u>INDUSTRIAL/MANUFACTURING</u>										
Food & Kindred Products; Textile Mill Products . . . . .	No	No	No	No	*5	*12	Yes	*5	*5	*12
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related Rubber & Misc. Plastic Products . . . . .	No	No	No	No	No	No	No	*5	*5	*12
Lumber & Wood Products; Furniture & Fixtures; Paper and Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing . . . . .	No	*5	*12	Yes	*5	*12	Yes	*5	*5	*12
Professional, Scientific & Control Instruments . . . . .	No	No	No	No	No	*12	No	*5	*5	*12
<u>TRANSPORTATION, COMMUNICATION AND UTILITIES</u>										
Railroad; Rapid Transit (on grade) . . . . .	*1,3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highway & Street Right-of-Way . . . . .	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Automobile Parking . . . . .	No	Yes	*12	Yes	*5	*12	Yes	*5	*5	*12
Communications . . . . .	*3	*5	*12	Yes	*5	*12	Yes	*5	*5	*12
Utilities (except above ground transmission lines) . . . . .	*2	*5	*12	Yes	*5	*12	Yes	*5	*5	*12
Above Ground Transmission Lines . . . . .	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes





WARNING  
W-453

WARNING  
W-155A

SPECIAL AIR TRAFFIC RULE FAR PART 93  
EGLIN/ALPAPASSO TERMINAL AREA FLORIDA  
(VFR ON IFR CONDITIONS)

CLASSIFIED HOLDING PATTERN TO BE USED IN ALL CASES UNLESS OTHERWISE SPECIFIED IN THIS CHART.  
SPECIAL AIR TRAFFIC RULE FAR PART 93 EGLIN/ALPAPASSO TERMINAL AREA FLORIDA (VFR ON IFR CONDITIONS)  
APPLICABLE TO ALL AIRCRAFT OPERATING IN THIS AREA.  
CONFLICTS WITH OTHER AIR TRAFFIC RULES.  
RECOMMENDED FOR USE BY ALL PILOTS.  
FOR DENSITY JET TRAFFIC 3000 AND BELOW

EGLIN MDA 5  
RESTRICTED AREAS AND SPECIAL AIR TRAFFIC RULE FAR PART 93 EGLIN/ALPAPASSO TERMINAL AREA FLORIDA (VFR ON IFR CONDITIONS) APPLY TO ALL AIRCRAFT OPERATING IN THIS AREA.  
CONFLICTS WITH OTHER AIR TRAFFIC RULES.  
RECOMMENDED FOR USE BY ALL PILOTS.  
FOR DENSITY JET TRAFFIC 3000 AND BELOW

NAS  
AIRSI



TING FIELD  
ENVIRONS

ATTACHMENT 3

**TABLE I-1**  
**Land Use Objectives**  
**Conditions for Development**  
 (Page 2 of 5)

<u>YES - ACCEPTABLE DEVELOPMENT</u>	<u>* - CONDITIONAL DEVELOPMENT PERMITTED BY NOTES</u>					<u>NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED</u>				
	<u>AIRPORT ENVIRON AREAS</u>									
<u>LAND USE CATEGORY</u>	<u>A</u>	<u>B3</u>	<u>B2</u>	<u>B1</u>	<u>C3</u>	<u>C2</u>	<u>C1</u>	<u>3</u>	<u>2</u>	
<u>COMMERCIAL/RETAIL TRADE</u>										
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail) . . . . .	No	*5	*12	Yes	*5	*12	Yes	*5	*12	
General Merchandise (Retail); Food Retail; Apparel and Accesories (Retail) . . . . .	No	No	No	No	*6	*13	Yes	*6	*13	
Furniture; Home Furnishings (Retail) . . . . .	No	No	No	No	*6	*12	Yes	*6	*13	
Eating & Drinking Establishments . . . . .	No	No	No	No	No	No	No	*14	*6	
<u>PERSONAL &amp; BUSINESS SERVICES</u>										
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services .	No	No	No	No	*14	*6	Yes	*6	*14	
Repair Services; Contract Construction Services . . . . .	No	*6	*13	Yes	*6	*13	Yes	*6	*13	
Automobile Service Stations . . . . .	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
<u>PUBLIC &amp; QUASI-PUBLIC SERVICES</u>										
Government Services . . . . .	No	No	No	No	No	*13, 18	*20	*6	*13	
Educational Services; Cultural Activities; Non-Profit Org. . .	No	No	No	No	No	No	No	No	*14	
Medical & Other Health Services . . . . .	No	No	No	No	No	No	No	*6	*14	
Cemetaries . . . . .	No	*7	*7	*7	*7	*7	*7	Yes	Yes	



TABLE I-1  
Notes  
(Page 4 of 5)

For this table, NLR means Noise Level Reduction.

1. No passenger terminals are permitted.
2. No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.
3. Permitted only within height constraints.
4. Hunting and fishing are permitted only for wildlife control.
5. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.
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14. Compatible development is conditioned on design and construction providing for a NLR of 35 dBA throughout the facility.
15. Development is subject to the condition that concentrated rings with classes larger than 50 are not built as part of this land operation.

TABLE I-1  
Notes  
(Page 5 of 5)

For this table, NLR means Noise Level Reduction.

16. Development is subject to the condition that maximum density not exceed 2 dwelling units per acre.
17. Compatible development is conditioned on dwelling design and construction providing for a NLR of 30 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
18. Development is subject to the condition that meeting places, auditoriums and the like for gatherings of more than 25 people are not built as part of this land use operation.
19. Development is subject to the condition that the park is oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.
20. Development is subject to the condition that meeting places, auditoriums and the like for a gathering of more than 50 people are not built as part of this land use operation.
21. Compatible development is conditioned on residential unit design and construction providing for a NLR of 35 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
22. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA in the clubhouse.
23. Compatible development is conditioned on design construction providing for a NLR of 35 dBA in permanent residential units and 30 dBA in other permanent structures.
24. Development is subject to the condition that maximum density not exceed 1 dwelling per five acres.

- 1) DER, DNR, COE, Escambia County Health Department and ECUA review and make recommendations and or comments on the project.
- 2) Findings of the County Staff.
- 3) Cumulative effect of development.

After review of the above stated criteria by the BOA and BCC, each will make a finding of facts as to the approval or disapproval of the project.

#### Section 16 - Airport Land Use.

The following are regulations under which development will take place around private and military airports within the unincorporated areas of the County. These specific areas are delineated as Airport Environs and Noise Zones on the Land Use Map Series (for regulation of land use and density), and on the Height Limitation Map for regulation of height limitation. Unless otherwise indicated, the regulations of this section will apply to the Airport Environs Areas and Height Limitation Areas only. Further, there are certain general regulations of this ordinance which apply to this section and they are so noted.

#### PART I

#### FINDINGS

These Regulations are adopted pursuant to the authority conferred by Chapters 125, 163 and 333, Florida Statutes. It is hereby found that incompatible land uses have the potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the incompatible land use. Incompatible land use reduces the size of areas available for the landing, taking off and maneuvering of aircraft, thus, tending to destroy or impair the utility of Pensacola Regional, NAS Pensacola, Ferguson and Coastal Airports and OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8 and Corry Hospital Heliport and the public investment therein. Accordingly, it is declared:

1. That the creation or establishment of incompatible land use around airports is a nuisance and injurious to the region served by the Pensacola Regional, Ferguson and Coastal Airports and NAS Pensacola, OLF Saufley, OLF Bronson, OLF Site 6, OLF Site 8, and Corry Hospital Heliport;
2. That it is necessary in the interest of the public health, public safety, and general welfare that land uses be controlled so as to prevent incompatible land uses around airports. Airport operations produce noise which when certain levels are exceeded is not compatible with residential uses and certain commercial and industrial uses which are not properly soundproofed. It is further declared that both the prevention and creation or establishment of incompatible land uses, structures and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which the political subdivision may raise and expend public funds and acquire land or interests in land.

#### PART II

#### APPLICABILITY

The regulations on land uses set forth herein are applicable to all lands designated as Accident Potential Zones or Noise Zones on the official "Escambia County Airport Zoning Map Series". In addition all of the property as designated on the "Height Limitations Maps" are regulated pursuant to the provisions of this Ordinance for height limitations only. All property outside of the designated Accident Potential Zones or Noise Zones as set forth on the official "Escambia County Airport Zoning Map Series" will be regulated as to land uses by the "Urban Area Land Use Regulations Ordinance". The official maps

shall be available for public inspection during regular office hours at the Escambia County Planning and Development Department and the Office of the Deputy Clerk of the Board of County Commissioners where the public records of the County of Escambia, Florida, are regularly kept in the ordinary course of business and by reference made a part hereof."

### PART III

#### DEFINITIONS

- 1) Accident Potential Zones (APZ). As applied to military airfields, mean those areas which are identified as being significantly impacted by accident potential from aircraft.
- 2) Agriculture. The production of crops, horticulture, the raising of livestock and poultry. This term shall not include the retail sale of agricultural products on the premises.
- 3) Agriculture-related activities. Those activities which are customarily incidental or accessory to an agricultural use, including but not limited to, the maintenance of barns, storage sheds and farm equipment.
- 4) Airport. Any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purposes, including but not limited to:
  - a. Pensacola Regional Airport (Elevation 121 MSL)
  - b. Ferguson Airport (Elevation 27 MSL)
  - c. Coastal Airport (Elevation 110 MSL)
  - d. NAS Pensacola (Elevation 30 MSL)
  - e. OLF Saufley (Elevation 85 MSL)
  - f. OLF Bronson (Elevation 27 MSL)
  - g. OLF Site 6 (Elevation 110 MSL)
  - h. OLF Site 8 (Elevation 110 MSL)
  - i. Corry Hospital Heliport (Elevation 25 MSL)
- 5) Airport Elevation. The highest point of an airport's landing area measured in feet above Mean Sea Level (MSL). See Airport Definition #4 for elevations.
- 6) Airport Environs Area. The area which has been identified as being significantly impacted by airport noise and accident potential.
- 7) Airport Hazard. Any structure, tree or use of land which would exceed the Federal standards as contained in Title 14 C.F.R. Sections 77.21 (scope), 77.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters) and FAA Advisory Circular 150/5300-4B (zoning and grants), which obstructs the airspace required for the flight of aircraft taking off, maneuvering or landing is otherwise hazardous to such taking off, maneuvering or landing of aircrafts and which has not previously obtained a permit or variance pursuant to S. 333.025 or S. 333.07, F.S.
- 8) Airport Hazard Area. Any area of land or water upon which an airport hazard might be established if not prevented by this Ordinance.
- 9) Airport Land Use Administrator (Administrator). The County Administrator or his duly appointed designee to implement and enforce this Ordinance (See Enforcing Officer).
- 10) Airspace Height. To determine height limits in all zones set forth in this Ordinance, the datum shall be above Mean Sea Level elevation (AMSL) unless otherwise specified.

- 11) Alteration. Any construction which would result in a change in height or lateral dimensions of an existing structure.
- 12) Board of Adjustment. A board which is authorized to perform certain functions (Also known as Escambia County Zoning Board of Adjustment).
- 13) Clear Zone(NAS Pensacola). A fan shaped area extending outward 3,000 feet from the end of each runway. The inner boundary is the same width as the primary surface and commencing 200 feet from the threshold, expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet. The Type I clear zone is the first 1,000 feet adjacent to the end of runway. The Type II clear zone is 500 feet wide and extends outward from the Type I clear zone on the extended centerline. The type III clear zone is laterally adjacent to the Type II clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I, Type II, or Type III clear zones.
- 14) Clear Zone(OLF Sautley). The area adjacent to the runway end extending outward for 3000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.
- 15) Construction. The erection or alteration of any structure either of a permanent or temporary character.
- 16) Day-Night Average Sound Level (Ldn). A basic measure for quantifying noise exposure, namely: The A-weighted sound level averaged over a 24-hour time period, with a 10 decibel penalty applied to night time (10:00 p.m. to 7:00 a.m.) sound levels.
- 17) Decibel (dB). A unit for measuring the relative loudness of sound or sound pressure equal approximately to the smallest degree of difference of loudness or sound pressure ordinarily detectable by the human ear, the range of which includes about 130 decibels on a scale beginning with 1 for the faintest audible sound.
- 18) dBA. The unit of noise level measured in accordance with the "A-weighted scale" which replicates the response characteristics of the ear. This scale is a quantity, in decibels, read from a standard sound-level meter with A-weighting circuitry. The A-space weighting discriminates against the lower frequencies according to a relationship approximating, and to more accurately reflect the auditory sensitivity and response of the human ear. The A-scale sound level measures approximately the relative "noisiness" or "annoyance" of many common sounds.
- 19) Decision Height. The height at which a pilot must decide during an instruction approach (i.e., landing) to either continue the approach or to execute a missed approach and regain altitude.
- 20) Dwelling Unit. A structure or portion of a structure designed or occupied as self-contained living quarters for one family.
- 21) Easements. A servitude imposed as a burden on land. Easements regarding airport facilities usually involve a form of right of way above the land together with a restriction applied to the uses to which the land itself may be put in order to avoid interference with airport operations.. Nothing in this Ordinance or in the FAR, Part 77, regulations adopted hereby shall limit,

alter or diminish the rights of airport facilities operators, public or private, acquired by easements in connection with and to facilitate airport operations.

- 22) **Enforcing Officer.** The County Administrator or his duly appointed designee.
- 23) **Family.** One or more persons related by blood, marriage or adoption and not more than four unrelated persons, living together as a single housekeeping unit.
- 24) **Forestry.** The cultivation and harvesting of trees. The term shall not include the retail sale of trees or similar products.
- 25) **Height.** The overall height of a structure, including any appurtenance thereon, and for the purpose of determining the height limitations set forth herein, the datum shall be mean sea level elevation unless otherwise specified.
- 26) **Incompatible Land Use.** A land use which is not a permitted use as set forth herein.
- 27) **Ldn.** See Day-Night Average Sound Level-Definition #15.
- 28) **Minimum Descent Altitude.** The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is approved.
- 29) **Minimum Enroute Altitude.** The altitude in effect between radio fixes which assures acceptable navigational signal coverage and meets obstruction clearance requirements between those fixes.
- 30) **Minimum Obstruction Clearance Altitude.** The specified altitude in effect between radio fixes on Variable Omnidirectional Range (VOR) airways, off-airway routes, or route segment which meets obstruction clearance requirements for the entire route segment and which assures acceptable navigational signal coverage only within 22 miles of a VOR.
- 31) **Mobile Home.** A structure, transportable in one or more sections built on an integral chassis, designed to be used as a private dwelling when connected to the required utilities, and includes the plumbing, heating, air-conditioning, electrical and sanitary systems contained herein, and has a Department of Housing and Urban Development Seal attached.
- 32) **Noise Level Reduction (NLR).** Amount of noise reduction required through construction and incorporation of sound attenuation material to reduce interior noise level.
- 33) **Nonconforming Use.** Any structure, growth or use of land which was lawfully in existence prior to the enactment of this Ordinance and which does not conform to this Ordinance.
- 34) **Nonprecision Instrument Runway.** A runway having a nonprecision instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in, nonprecision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document or military service's military airport planning document.
- 35) **Obstruction.** See Airport Hazard-Definition #7.
- 36) **Person.** Any individual, firm, co-partnership, corporation, company, association, joint-stock association, or body politic, and includes any trustee, receiver, assignee or other similar representative thereof.

- 37) Precision Instrument Runway. A runway having an instrument approach procedure utilizing an instrumented landing system with glide slope information.
- 38) Runway. A defined area on an airport prepared for landing and takeoff of aircraft along its length.
- 39) Sanitary Landfill. A site for solid waste disposal.
- 40) Single-family Dwelling. A structure which is designed for or occupied exclusively as a residence for one family.
- 41) Special Exception. A use that would not be appropriate generally throughout a particular district, but which, if controlled as to number, area, location, or relations to the neighborhood, would not adversely affect the public health, safety, existing property value and the general welfare.
- 42) Structure. Any object constructed or installed by man, including but not limited to, buildings, towers, smokestacks, utility poles and overhead transmission lines.
- 43) Surface. An imaginary geometric plane enclosing an area, penetration into which may be restricted, prohibited or controlled.
- 44) Tree. Any woody plant.
- 45) Urban Area. That part of Escambia County, Florida, south of the Tallahassee base line, excluding incorporated areas and those areas presently subject to zoning pursuant to Special Acts of the Legislature including but not limited to areas in the vicinity of the University of West Florida, Santa Rosa Island and Perdido Key.
- 46) Use. The purpose for which land or a building is arranged, designed, occupied or maintained.
- 47) Utility Runway. A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight.
- 48) Variance. A modification of these regulations when such modification will not be contrary to the public interest and when, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the ordinance would result in unnecessary and undue hardship.
- 49) Visual Runway. A runway intended solely for the operation of aircraft using visual approach procedures and no instrument designation indicated on a FAA approved airport layout plan, a military services approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

#### PART IV

##### HEIGHT LIMITATIONS

In order to carry out the provision of this Ordinance, there are hereby created and established certain airport zones and surfaces. These zones and surfaces are shown on the official "Escambia County Land Use Map Series" and "Height Limitations Maps" which can be viewed at the Escambia County Planning and Development Department, 1190 West Leonard Street, and by reference made a part hereof.

When a lot is divided into sections, the more restrictive height limitations shall apply.

An area located in more than one of the described zones and surfaces is considered to be only in the zone and surface with the more restrictive height limitation.

Except as otherwise provided, no structure shall be constructed or maintained, or encroach into any surface regulated in excess of the height limitation established herein, unless a variance is first obtained (See Part XI).

In addition to the height limitations imposed in this Ordinance, no structure or obstruction will be permitted within Escambia County that would cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised.

1. **Public Civil Airports.** The various zone, surfaces and height limitations are hereby established for public civil airports. A full scale map is available at the Escambia County Planning and Development Department.

A. **Primary Surface.** An area longitudinally centered on a runway. When the runway has specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. When the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at the end of the runway. The width of the primary surface of a runway will be that width prescribed for the most precise approach existing or planned for that runway end. Except as provided in the permitted use sections, no structure or obstruction will be permitted within the primary surface, that is not part of the landing and take-off area, and is of a greater height than the surface measured at the nearest point on the runway centerline. The width of the primary surface is as follows:

1) Pensacola Regional - Runways 16/34 and 07/25 - 1,000 feet.

2) Coastal and Ferguson Airports - 250 Feet.

B. **Horizontal Surface.** A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each airport's runway and connecting the adjacent arcs by lines tangent to those arcs. No structure or obstruction will be permitted in the horizontal surface that has a height greater than 150 feet above the airport elevation. The radius of each arc is:

1) Pensacola Regional

Runways 16/34 and 07/25 - 10,000 feet.

2) Coastal and Ferguson Airports

5,000 feet.

C. **Conical Surface.** The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport elevation at the inner boundary with permitted elevation increasing one foot vertically for every 20 feet of horizontal distance measured outward from the inner boundary to a height of 350 feet above airport height at the outer boundary.

D. **Approach Surface.** An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for that runway end.

1) The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of:

a) Pensacola Regional

Runway 25 - 4,000 feet. Runways 16/34 and 07 - 16,000 feet.

b) Coastal and Ferguson Airports

1,250 feet.

2) The approach surface extends for a horizontal distance of:

a) Pensacola Regional

Runway 25 - 10,000 feet. Runways 16/34 and 07 - 50,000 feet.

b) Coastal and Ferguson Airports

5,000 feet.

3) The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end.

4) Permitted height limitation within the approach surfaces is the same as the inner edge and increases with horizontal distance outward from the inner edge as follows:

a) Pensacola Regional.

Runway 25 - Permitted height increases one foot vertically for every 34 feet of horizontal distance for all non-precision instrument runways other than utility; and

Runways 16/34 and 07 - Permitted height increase one foot vertically for every 50 feet of horizontal distance for the first 10,000 feet and then increase one foot vertically for every 40 feet of horizontal distance for an additional 40,000 feet for all precision instrument runways.

b) Coastal and Ferguson Airports.

Permitted height increases one foot vertically for every 20 feet of horizontal distance for all utility and visual runways. The slope starts at the runway ends.

E. Transitional Surface. The area extending outward from the sides of the primary surfaces and approach surfaces connecting them to the horizontal surface. Height limits of the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every seven feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height matches the height of the horizontal surface or conical surface or for a horizontal distance of 5,000 feet from the side of the part of the precision approach surface that extends beyond the conical surface.

2. Military Airports. The various zones, surfaces and height limitations are hereby established for military airports (Attachment B) as follows: Additional maps depicting said zones, surfaces and height limitations are available at the Escambia County Planning and Development Department and by reference, made a part hereof.

A. NAS Pensacola

Runways 07L/25R 07R/25L and 19/01

- 1) **Primary Surface.** The area located on the ground or water, longitudinally centered on each runway extending 200 feet beyond the runway end and 1,500 feet wide (750 feet each side of the runway centerline). No structure or obstruction that is not part of the landing and take-off area is permitted in the primary surface.
- 2) **Clear Zone.** A fan shaped area extending outward 3,000 feet from the end of each runway. The inner boundary is the same width as the primary surface and commencing 200 feet from the threshold, expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet. The Type I clear zone is the first 1,000 feet adjacent to the end of runway. The Type II clear zone is 500 feet wide and extends outward from the Type I clear zone on the extended centerline. The type III clear zone is laterally adjacent to the Type II clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I, Type II, or Type III clear zones.
- 3) **Inner Horizontal Surface.** The area encompassing the runways, primary surface and clear zone with an outer perimeter formed by swinging arcs 7,500 feet radius about the centerline at the end of each runway and connecting adjacent arcs by lines tangent to these arcs. No structure or obstruction will be permitted on the inner horizontal surface of a greater height than 150 feet above airport elevation.
- 4) **Conical Surface.** The area extending outward from the periphery of the inner horizontal surface for a distance of 7,000 feet. Height limits in the conical surface commence at a height of 150 feet above airport elevation at the inner boundary and increase at a rate of one foot vertically for every 20 feet horizontally until it reaches a height of 500 feet above airport elevation at the outer boundary.
- 5) **Outer Horizontal Surface.** The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limit within the outer horizontal surface is 500 feet above airport elevation.
- 6) **Approach Surface.** The area longitudinally centered on each runway extended centerline, with an inner boundary 200 feet out from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach clearance surfaces commence at the height of the runway end and increase at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
- 7) **Transitional Surface.** The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface. Transitional surface for those portions of the approach surface which project through and

beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

B. OLF Saufley

Runways 5/24 and 14/32;

- 1) Primary Surface. The area located on the ground or water, longitudinally centered on each runway and extending 200 feet beyond the runway end, with a width of 1000 feet. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the primary surface.
- 2) Clear Zone. The area adjacent to the runway end extending outward for 3000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.
- 3) Inner Horizontal Surface. The area encompassing the runways and primary surface, and clear zones with an outer perimeter formed by swinging arcs 7,500 feet radius about the centerline at the end of each runway and connecting adjacent arcs by lines tangent to these arcs. No structure or obstruction will be permitted in the inner horizontal surface of a greater height than 150 feet above the airport elevation.
- 4) Conical Surface. The area extending from the periphery of the inner horizontal surface outward and upward at a slope of one foot vertically for every 20 feet for a horizontal distance of 7,000 feet to a height of 500 feet above airport elevation.
- 5) Outer Horizontal Surface. The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limits within the outer horizontal surface is 500 feet above airport elevation.
- 6) Approach Surface. The area longitudinally centered on each runway extended centerline with an inner boundary 200 feet out from the end of the runway and the same width as the primary surface, then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increase at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
- 7) Transitional Surface. The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every

seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface. Transitional surface for those portions of the approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline

C. Naval Helicopter Outlying Fields (OLF). The various zone and surface height limitations are hereby established for Naval Helicopter Outlying Fields (Attachment C and D).

1) OLF's Bronson, Site 6 and Site 8.

- a) Primary Surface. The area longitudinally centered on each helipad, 150 feet in width and 150 feet in length.
- b) Approach Surface. The area longitudinally centered on each helipad's extended centerline, which starts at the end of the heliport primary surface with the same width as the primary surface and expands to 500 feet at a distance of 4,000 feet. Height limits within the approach surface commence at the height of the established landing surface and increase at the rate of one foot vertically for every ten feet horizontally for a distance of 4,000 feet. For OLF Bronson, the approach surface commences at the height of the established landing surface and increases at the rate of one foot vertically for every twenty feet horizontally for a distance of 4,000 feet.
- c) Clear Zone. The first 400 feet of the approach surface. Except as provided for in the permitted use sections contained herein, structure or obstruction that is not a part of the landing and take-off area is permitted.
- d) Transitional Surface. An area that connects the primary surface and the approach surface, upward and outward of the primary surface at a slope ratio of two feet vertically for every one foot horizontally for a distance of 250 feet from the centerline of the pad.
- e) Helicopter Traffic Pattern Airspace. No structure shall exceed 200 feet above airport elevation in the traffic pattern airspace (Attachment D). The area protected around each Helicopter OLF is determined by the capacity limits of the OLF (See Note: Attachment D).

2) Corry Hospital Heliport.

- a) Heliport Primary Surface. The area longitudinally centered on the helipad, 150 feet in width and 150 feet in length.
- b) Heliport Approach Surface. The area longitudinally centered on the helipad's extended centerline, which starts at the end of the heliport primary surface with the same width as the heliport primary surface and expands to 500 feet at a distance of 4,000 feet. Height limits within the heliport approach surface commence at the height of the established landing surface and increase at the rate of one foot vertically for every ten feet horizontally for a distance of 4,000 feet.
- c) Clear Zone. The first 400 feet of the approach surface. Except as provided for in the permitted use section contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted.

- d) Heliport Transitional Surface. An area that connects the heliport primary surface and the heliport approach surface, upward and outward of the heliport primary surface at a slope ratio of two feet vertically for every one foot horizontally for a distance of 250 feet from the centerline of the pad.

PART V

AIRPORT ENVIRONS, USES AND  
SITE AND BUILDING REQUIREMENTS

Number 1 - Airport Environs Area

Certain airport environ areas have been established around each of the airports within the County. These environ areas have been identified through data provided to the County from the United States Navy and City of Pensacola in studies completed by each of the entities for the airfields which they operate. These studies have established accident potential zones and noise zones for each of the airports as follows:

Where an Airport Environs boundary line divides the lot of record into equal sections, the more restrictive zoning classifications shall regulate. If a lot of record is divided into unequal sections the regulations shall be those applicable to the larger section.

- A. Military Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is an area normally beyond APZ 1 which has a measurable potential for accidents.

Accident Potential Zones	Zone Type
A	Clear
B	APZ 1
C	APZ 2

- B. Airport Noise Zones are hereby established as follows:

Airport Noise Zones	Ldn Values	Correspond to City of Pensacola Noise Zone
1	65 - 70	A
2	70 - 75	B
3	Greater than 75	C

For Pensacola Regional Airport Noise Zones and for the Land Use objective and limitations applicable thereto within the corporate boundaries of the City of Pensacola, refer to City of Pensacola Ordinance #43-82, or an approved successor, known as the Comprehensive Airport Ordinance.

- C. Airport Environs Zones are hereby established as follows:

Area	Characteristics
A	Clear Zone
B3	Accident Potential Zone 1 and Noise Zone 3
B2	Accident Potential Zone 1 and Noise Zone 2
B1	Accident Potential Zone 1 and Noise Zone 1
B	Accident Potential Zone 1

C3	Accident Potential Zone 2 and Noise Zone 3
C2	Accident Potential Zone 2 and Noise Zone 2
C1	Accident Potential Zone 2 and Noise Zone 1
C	Accident Potential Zone 2
3	Noise Zone 3
2	Noise Zone 2
1	Noise Zone 1

**Number 2 - Airport Environs Area A (0-2 DU's/acre)**

**1. Uses Permitted.**

- A. Single family dwellings and their customary accessory structures and uses. Mobile (residential) homes are prohibited except for replacement of an existing mobile home. A replacement mobile home must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.
- B. Railroads and Rapid Transit, on grade. Passenger terminals are not permitted.
- C. Highways and street rights-of Way.
- D. Public utilities, except above ground transmission lines. No structures (except airfield lighting), buildings, or above ground utility communication lines shall be permitted within height constraints.
- E. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings, within height constraints.
- F. Silviculture, within height constraints.

**2. Site and Building Requirements.**

- A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required.

- B. Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area.
- C. Lot Width. The minimum lot width at the front building line shall be 100 feet.
- D. Front Yard Requirements. There shall be a front yard having a depth of not less than 40 feet.
- E. Rear Yard Requirements. The minimum rear yard shall not be less than 40 feet in depth. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback

(MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

F. Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 40 feet, whichever is greater.

G. Building Height Requirement. See Part IV, Height Limitations.

3. Landscaping.

See Article VII, Section 13.

4. Signs.

See Article VII, Section 7.

Number 3 - Airport Environ Area B3 (0-3 DU's/acre)

1. Uses Permitted.

A. Single Family dwellings and their customary accessory structures and uses.

B. Mobile (residential) Homes. Replacement and new mobile homes must meet Department of Housing and Urban Development (HUD) certification standards and have a HUD seal attached to the unit.

C. Railroads and Rapid Transit, on grade.

D. Highways and street rights-of-way.

E. Automobile Parking.

F. Communications Facilities.

G. Public utilities (except above ground transmission lines.)

H. Community and Regional Parks. Spectator stands are not permitted.

I. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

J. Water based recreation. Clubhouses are not permitted.

K. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings.

L. Forestry activities.

2. Special Exceptions.

A. Churches with attendant buildings and facilities. Schools or day care facilities which operate on a five day a week basis are not permitted.

B. Industrial and manufacturing uses of the following types:

- 1) Lumber and wood product
- 2) Furniture and fixtures
- 3) Paper and allied product
- 4) Printing and publishing
- 5) Distribution warehousing

C. Commercial and retail sales.

- 1) Wholesale trade
- 2) Building material
- 3) Hardware
- 4) Farm equipment
- 5) Auto, marine craft, aircraft and accessories

D. Repair services.

E. Automobile service stations.

F. Contract construction services.

G. Cemeteries. Memorial chapels are not permitted.

H. Business services.

I. Fishing activities.

J. Mining activities.

3. Site and Building Requirements.

- A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

- B. Residential Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area. Lots that are platted under the provisions of the Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

Commercial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 55 percent of the total lot area.

Industrial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area, except as provided for in the Escambia County Lot Coverage Ordinance No. 85-29, as amended, or any duly authorized successor ordinance.

- C. Residential Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.

Commercial Lot Width. There shall be no minimum lot width.

Industrial Lot Width. There shall be no minimum lot width.

- D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

- E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- G. Building Height Requirement. See Part IV, Height Limitations.

- H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.

- I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the Certificate of Occupancy.

Industrial Screening Adjacent to Residential Areas. Where a lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75

feet of the residential lot line; and an opaque structural and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts such residential lot prior to or at the time of development of such lot. Planting screens shall reach six feet in height within two years of planting.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 4 - Airport Environ Area B2 (0-3 DU's/acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area

B. Livestock farming.

3. Site and Building Requirements.

A. Site and building requirements shall be the same as in Part V, Number 3 - Airport Environ Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 5 - Airport Environ Area B1 (0-3 DU's/acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

B. Nature exhibits.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and buildings requirements shall be the same as in Part V, Number 3 - Airport Environ Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 6 - Airport Environ Area B (0-3 Du's/Acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Buildings Requirements, site and buildings requirements shall be the same as in Part V, Number 3 - Airport Environ Area B3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 7 - Airport Environ Area C3 (0-3 Du's/Acre)

1. Uses Permitted.

A. Any use permitted in the preceding area.

B. Public utilities including above ground transmission lines.

C. Governmental services. Meeting places, auditoriums and similar uses for gatherings of more than 25 people are not permitted.

D. Golf courses and riding stables. Clubhouses are not permitted. Meeting places, auditoriums and similar uses for gatherings of more than 50 people are not permitted.

E. Agricultural activities, the growing of crops and plants, livestock grazing and customary accessory buildings. Livestock farms are not permitted.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Industrial and manufacturing uses of the following types:

- 1) Food and similar products
- 2) Textile mill products
- 3) Stone, clay and glass products
- 4) Primary metal industries
- 5) Fabricated metal industries

C. Commercial and retail sales.

- 1) General merchandise
- 2) Food
- 3) Wearing apparel and accessories
- 4) Furniture and home furnishings

D. Finance, insurance and real estate services.

E. Personal services

F. Professional services.

3. Site and Building Requirements.

A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

B. Residential Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area. Lots that are platted under the provisions of the Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

Commercial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 55 percent of the total lot area.

Industrial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area, except as provided for in the Escambia County Lot Coverage Ordinance No. 85-29, as amended, or any duly authorized successor ordinance.

C. Residential Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.

Commercial Lot Width. There shall be no minimum lot width.

Industrial Lot Width. There shall be no minimum lot width.

- D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

- E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- G. Building Height Requirement. See Part IV, Height Limitations.

- H. Minimum Total Area and Width. No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.

- I. Commercial Screening Adjacent to Residential Areas. Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be

attained within 18 months of the issuance of the Certificate of Occupancy.

Industrial Screening Adjacent to Residential Areas. Where a lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75 feet of the residential lot line; and an opaque structural and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts such residential lot prior to or at the time of development of such lot. Planting screens shall reach six feet in height within two years of planting.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 8 - Airport Environ Area C2 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Neighborhood parks. The park must be oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

B. Livestock farming.

3. Site and Building Requirements.

A. Site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 9 - Airport Environ Area C1 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Section 10 - Airport Environ Area C (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 7 - Airport Environ Area C3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 11 - Airport Environ Area 3 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Multi-family dwellings (governed under lot coverage provisions as to density.)

C. Group quarters.

D. Government services.

- E. Golf courses and riding stables with clubhouses and customary accessory buildings.
  - F. Water based recreation with clubhouses and customary accessory buildings.
  - G. Playgrounds and neighborhood parks are not permitted in this area.
  - H. Nature exhibits are not permitted in this area.
  - I. Livestock farms are not permitted in this area.
2. Special Exceptions.

- A. Any special exception allowed in the preceding area.
- B. Hotels and motels (governed under lot coverage provisions as to density.)
- C. Industrial and manufacturing uses of the following types:
  - 1) Apparel and other finished products made from fabrics, leather and similar materials.
  - 2) Chemicals and allied products.
  - 3) Petroleum refining and related industries.
  - 4) Rubber and miscellaneous plastic products.
  - 5) Professional, scientific and controlling instruments, photographic and optical goods, watches and clocks.
- D. Eating and drinking establishments.
- E. Medical and other health services.
- F. Memorial chapels.
- G. Resorts and group camps.

3. Site and Building Requirements.

- A. Building Requirements. Dwelling units shall be designed and constructed to provide, whenever possible, for the location of outdoor activity areas, such as balconies and patios, on the side of the building which is sheltered from the aircraft flight path.

All construction must meet the minimum requirements of the Southern Standard Building Code. In addition, two layers of 15 lb. felt or one layer of 30 lb. heavy felt under the roof shingles, a rating of R-38 insulation in the ceiling and one layer of sheetrock on all exterior walls is required. For non-residential buildings, the requirements in excess of the Southern Standard Building Code shall apply to the reception area, office and retail spaces and employee lounge areas.

- B. Residential Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 30 percent of the total lot area. Lots that are platted under the provisions of the Escambia County Subdivision Regulations, No. 86-30, or any duly authorized successor ordinance, shall be exempt from this requirement.

**Commercial Lot Coverage.** The maximum combined area occupied by all principal and accessory buildings shall not exceed 55 percent of the total lot area.

**Hotel and Motel Lot Coverage.** The maximum combined area occupied by all principal and accessory buildings shall not exceed the following:

Building Height	Maximum Lot Coverage
1 and 2 stories	55%
3 and 4 stories	50%
5 and 6 stories	45%
7 to 9 stories	40%
10 to 13 stories	35%
over 13 stories	30%

Industrial Lot Coverage. The maximum combined area occupied by all principal and accessory buildings shall not exceed 50 percent of the total lot area, except as provided for in the Escambia County Lot Coverage Ordinance No. 85-29, as amended, or any duly authorized successor ordinance.

- C. Residential Lot Width. The minimum lot width at the front building line shall be 80 feet and at the street right-of-way 50 feet. Every cul-de-sac shall have a minimum of 20 feet at the street right-of-way.

Commercial Lot Width. There shall be no minimum lot width.

Industrial Lot Width. There shall be no minimum lot width.

- D. Residential Front Yard Requirements. There shall be a front yard having a depth of not less than 25 feet provided that in blocks where 50 percent or more of the lots are developed, the front yard required shall be the average setback of the dwellings already constructed.

Commercial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

Industrial Front Yard Requirements. There shall be a front yard having a depth of not less than 15 feet.

- E. Residential Rear Yard Requirements. The minimum rear yard shall not be less than 25 feet in depth. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Rear Yard Requirements. The minimum rear yard shall not be less than 15 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

Industrial Rear Yard Requirements. The minimum rear yard shall not be less than 20 feet. On property abutting an estuarine, riverine or creek systems, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- F. Residential Side Yard Requirements. The minimum side yard on each side shall be 10 percent of the lot width measured at the front building line, however, side yards need not exceed 15 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 30 feet, whichever is greater.

Commercial Side Yard Requirements. There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

**Industrial Side Yard Requirements.** There shall be a minimum side yard of 10 feet on each side. On property abutting an estuarine, riverine or creek system, the setback shall be in accordance with the Marine/Estuarine/Riverine Setback (MERS) Provision (Article VII, Section 10) of these Regulations or 20 feet, whichever is greater.

- G. **Building Height Requirement.** See Part IV, Height Limitations.
- H. **Minimum Total Area and Width.** No area shall be utilized as an Industrial/Manufacturing Area that does not have a minimum area of five acres and a minimum width at the street right-of-way line of 400 feet.
- I. **Commercial Screening Adjacent to Residential Areas.** Where a lot utilized for a commercial use abuts a side or rear lot line of any residential lot, screening is required. Such screening may be in the form of walls, fences, or landscaping and shall be at least 50% opaque as viewed from any point along said residential lot line. When landscaping is used for screening, the opacity requirements shall be attained within 18 months of the issuance of the Certificate of Occupancy.

**Industrial Screening Adjacent to Residential Areas.** Where a lot utilized for an industrial use abuts any residential lot, no structure on said lot shall be erected within 75 feet of the residential lot line; and an opaque structural and/or planting screen, a minimum of six feet in height, shall be placed along the lot line which abuts such residential lot prior to or at the time of development of such lot. Planting screens shall reach six feet in height within two years of planting.

- 4. **Commercial Off-Street Parking and Loading Requirements.**  
See Article VII, Section 6.
- 5. **Commercial Traffic Requirements.**
  - A. No entrances or exits shall direct traffic into adjacent residential areas.
- 6. **Landscaping.**  
See Article VII, Section 13.
- 7. **Signs.**  
See Article VII, Section 7.

**Number 12 - Airport Environ Area 2 (0-3 DU's/acre)**

- 1. **Permitted Uses.**
  - A. Any use permitted in the preceding area.
  - B. Educational services.
  - C. Playgrounds and neighborhood parks.
- 2. **Special Exceptions.**
  - A. Any special exception allowed in the preceding area.
  - B. Auditoriums, concert halls.
  - C. Outdoor sports arenas, spectator sports.
  - D. Livestock farms.

3. Site and Building Requirements.

A. Site and building requirements shall be the same as in Part V, Number 11 - Airport Environ Area 3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

Number 13 - Airport Environ Area 1 (0-3 DU's/acre)

1. Permitted Uses.

A. Any use permitted in the preceding area.

B. Nature exhibits.

2. Special Exceptions.

A. Any special exception allowed in the preceding area.

3. Site and Building Requirements.

A. With the exception of 3. A. Building Requirements, site and building requirements shall be the same as in Part V, Number 11, Airport Environ Area 3.

4. Commercial Off-Street Parking and Loading Requirements.

See Article VII, Section 6.

5. Commercial Traffic Requirements.

A. No entrances or exits shall direct traffic into adjacent residential areas.

6. Landscaping.

See Article VII, Section 13.

7. Signs.

See Article VII, Section 7.

PART VI

USES INTERFERING WITH AIRCRAFT

It is unlawful to establish, maintain or continue any use within the County in such a manner as to interfere with the operation of aircraft. The following requirements shall apply to all lawfully established uses within the County.

1. All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is not misleading or dangerous to aircraft operating from an airport or in a vicinity thereof as determined by the airport operator.

2. No operations of any type shall produce smoke, glare or other visual hazards within three statute miles of any usable runway or a designated airport.
3. No operations of any type shall produce electronic interference with navigation signals or radio communication between the airport and the aircraft.
4. Sanitary landfills will be considered as an incompatible use if located within areas established for the airport through the application of the following criteria:
  - A. Sanitary landfills located within 10,000 feet of any runway used or planned to be used by turbojet or turboprop aircraft.
  - B. Sanitary landfills located within 5,000 feet of any runway used only by piston type aircraft.
  - C. Sanitary landfills located outside the above perimeters but within the conical surfaces described by FAR Part 77 and applied to an airport will be reviewed on a case-by-case basis.
  - D. Any sanitary landfill located so that it places the runways and/or approach and departure patterns of an airport between bird feeding, water or roosting areas.
5. Notwithstanding the provisions of any other article of this ordinance or any other ordinance, the owner of any structure over 200 feet above ground level shall install marking and lighting on the structure in accordance with the specific standards established by Chapter 14-60, Rules of the Department of Transportation (Appendix 1) and Federal Aviation Advisory Circular 70-7460-1 Series (Appendix 2) and Amendments thereto. In addition, the owner shall install high intensity white obstruction lights on a high structure which exceeds 800 feet above ground level, (AGL).
6. In granting any permit or variance under this Ordinance, the Enforcing Officer or the Board of Adjustments (See Part XI Number 2) may, if it deems such action advisable to effectuate the purposes of this Ordinance and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit Escambia County, the City of Pensacola or the United States Government, at its own expense, to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to aviators the presence of an obstruction to aeronautical operations.

#### PART VII

##### NONCONFORMING USES

1. The lawful use of a building or land for which a building permit, a permanent or preliminary plat or lot coverage permit has been obtained in good faith or applied for prior to the effective date of this ordinance, shall not be affected by this Ordinance although such does not conform to the provisions of this Ordinance. Nothing in this subsection will deprive the appropriate county officials from determining whether such a permit may be ultimately issued under applicable laws and regulations in each instance.
2. No provision of this Ordinance shall require the removal, lowering or other change or alteration of any structure or tree not conforming to these regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as set forth herein.
3. No nonconforming structure shall be increased, expanded or otherwise become a greater hazard to air navigation than it was when it became nonconforming.

## ARTICLE ELEVEN

### AIRPORT ENVIRONS

**11.00.00 FINDINGS:** The Board of County Commissioners of Santa Rosa County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports in the applicable areas of Santa Rosa County, the nature of the terrain and the character of the area within the airport hazard area; the current uses of property and the uses for which it is applicable, and the Board finds as follows:

- A. There exist airports within Santa Rosa County and in proximity to Santa Rosa County whose operations are potentially inimical to the health, safety and general welfare of the citizens of Santa Rosa County;
- B. Airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity;
- C. Airports produce noise which is not compatible with residential uses and certain commercial and industrial uses;
- D. Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein;
- E. The creation or establishment of an airport hazard injures the community served by the airport in question; and
- F. In the interest of the public health, safety and general welfare, it is necessary that the creation or establishment of airport hazards be prevented.

**11.01.00 APPLICABILITY:** The regulations on land use set forth herein are applicable to all lands within the delineated zones set forth on Maps 1 (Airport Environs Zones) and 2 (Height Limitations), which are incorporated herein by reference and which are available for review and inspection in the Office of the Santa Rosa County Planning Director.

**11.02.00 CONFLICTING REGULATIONS:** In the event of conflict between any regulations in this article and any other regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

**11.03.00**     **HEIGHT LIMITATIONS:** In order to carry out the provisions of this article, there are hereby created and established certain airport zones and surfaces. These zones are shown and recorded as Airport Environs Zones and may be found in Official Record Book 807, Pages 62 - 86. The Zone Maps may also be found in Ordinance Book 2, Pages 122 - 146. These zones and maps are incorporated herein by reference and made a part hereof.

- A.     Any property or area located in more than one of the zones or surfaces described in this article shall be considered to be only in the zone or surface with the more restrictive height limitation.
  
- B.     Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any zone or surface created herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that would cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised.

**11.03.01**     **Public Civil Airports:** The various zones and surface height limitations are hereby established for public civil airports:

- A.     Primary Surface: An area longitudinally centered on a runway, extending 200 feet beyond each end of that runway, with a width determined by the operational characteristics of each runway. No structure or obstruction will be permitted within the primary surface that is not part of the landing and takeoff area and is of a greater height than the nearest point on the runway center line.
  
- B.     Runway Clear Zone: A trapezoidal area at ground level, under the control of the airport authorities, for the purpose of protecting the safety of approaches and keeping the area clear of the congregation of people. The runway clear zone is the same width as the primary surface and begins at the end of the primary surface and is centered upon the extended runway centerline. The length and width are determined by the operational characteristics of each runway (FAA Circular 1500/5300-4B).
  
- C.     Horizontal Surface: The area around each civil airport, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent area by lines tangent to those arcs.

- D. Conical Surface: The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport height at the inner boundary and increases one foot vertically for every 20 feet horizontally to a height of 350 feet above airport height at the outer boundary.
- E. Approach Surface: An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for at the runway end. The inner edge of the approach surface is the same width as the primary surface and expands uniformly to a width for each runway as set out hereinafter for each airport.
- F. Transitional Surface: The area extending from the side of the primary surface and approach surfaces and connecting them to the horizontal surface. Height limits within the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every 7 feet horizontally with the horizontal distance measured at right angles to the runway centerline and the extended centerline, until the height matches the height of the horizontal surface or conical surface. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

**11.03.02 Military Airports: The various zones and surface height limitations are hereby established for military airports:**

- A. Primary Surface: An area longitudinally centered on each runway and extending 200 feet beyond the runway end. The width of the primary surface varies for the type of aircraft accommodated as follows:
  - 1. Jets and large turbo-prop aircraft - 1,500 feet.
  - 2. Prop and small turbo-prop aircraft - 1,000 feet.
- B. Clear Zone: The area adjacent to the landing threshold extending outward for 3,000 feet. The width varies as follows:
  - 1. Jets and large turbo-prop aircraft - fan-shaped, the inner boundary is the same width as the primary surface and commencing 200 feet out

from the threshold expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet.

2. Prop and small turbo-prop aircraft - 1,000 feet.

- C. Inner-Horizontal Surface: The area encompassing the runway, primary surface and clear zone with an outer perimeter formed by swinging arcs from the end of each runway centerline and connecting adjacent arcs by lines tangent to these arcs. The radius of the arcs are 7,500 feet. No structure or obstruction will be permitted in the inner-horizontal surface of a greater height than 150 feet above airport elevation.
- D. Conical Surface: A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20:1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield clearance.
- E. Outer-Horizontal Surface: The area extending outward from the outer periphery of the conical surface is 500 feet above airport elevation.
- F. Approach Surface: The area longitudinally centered on each runway centerline, with an inner boundary 200 feet from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increases at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
- G. Transitional Surface: The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

**11.03.03**     Naval Helicopter Outlying Fields: The various zone and surface height limitations are hereby established for Naval helicopter outlying fields:

- A.     Primary Surface: An area horizontally centered on the helipad at the established elevation of landing, 150 feet wide and 150 feet in length.
- B.     Takeoff Safety Zone: The takeoff safety zone shall be used as the clear zone. It is an area which underlies the first 400 feet of the approach-departure surface [refer to 3].
- C.     Approach-Departure Surface: An inclined plane which flares upward and outward from the helipads longitudinally extended centerline which starts at the end of the primary surface with the same width as the primary surface and expands to a width of 500 feet, 4,000 feet from the primary surface. The slope ratio is 1 foot vertically for every 10 feet horizontally.
- D.     Transitional Surface: The area which extends outward and upward from the lateral boundaries of the primary surface and from the approach surface at a slope of 2 to 1 for a distance of 250 feet from the centerline of the landing area.
- E.     Helicopter Traffic Pattern Airspace: No structure shall exceed 200 feet above ground level in the traffic pattern airspace. The area protected around each helicopter OLF is determined by the capacity limit of the OLF.

**11.04.00**     Use Restrictions: Notwithstanding any provision of Article 6 of this ordinance, the permitted land use for any property within the Airport Environs Area shall be modified as set forth in Table 11-1.

**11.04.01**     Key to Table 11-1

- A.     Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is and are normally beyond APZ 1 which has a measurable potential for accidents.
- B.     Airport Noise Zones are hereby established as follows:

Airport Noise Zone

Ldn Values

1	Less than 65
2	65 to 75
3	Greater than 75

C. Airport Environs Zones are hereby established as follows:

<u>Area</u>	<u>Characteristics</u>
A	Clear Zone
B3	Accident Potential Zone 1 & Noise Zone 3
B2	Accident Potential Zone 1 & Noise Zone 2
B1	Accident Potential Zone 1 & Noise Zone 1
C3	Accident Potential Zone 2 & Noise Zone 3
C2	Accident Potential Zone 2 & Noise Zone 2
C1	Accident Potential Zone 2 & Noise Zone 1
3	Noise Zone 3
2	Noise Zone 2

D. Development

1. Acceptable Development: The provisions of Article Six are appropriate without modification.
2. Conditional Development: The land uses set forth in Article Six are appropriate; however, certain conditions or safeguards need to be imposed to protect the public interest.

3. Unacceptable Development: The land uses permitted by Article Six are incompatible with and prohibited by the airport environs zone in which the property is located.

11.04.02 Conditions for Development: This section is intended to be used with Table 11-1. For the purposes of this section, NLR means Noise Level Reduction.

- A. No passenger terminals are permitted.
- B. No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.
- C. Permitted only within height constraints.
- D. Hunting and Fishing is permitted only for wildlife control.
- E. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.
- F. Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.
- G. Chapels are not permitted.
- H. Development is subject to the condition that spectator stands are not built as part of this land use operation.
- I. Development is subject to the condition that clubhouses are not built as part of this land use operation.
- J. Development is subject to the condition that concentrated rings with classes larger than 25 are not built as part of this land use operation.
- K. Residential structures are not permitted.
- L. Compatible development is conditioned on design and construction providing for an NLR of 25 dBA in reception, office, retail and employee lounge areas.
- M. Compatible development is conditioned on design and construction providing for an NLR of 25 dBA throughout the facility.

- N. Compatible development is conditioned on design and construction providing for an NLR of 35 dBA throughout the facility.
- O. Development is subject to the condition that concentrated rings with classes larger than 50 are not built as part of this land use operation.
- P. Development is subject to the condition that maximum density not exceed 2 dwelling units per acre.
- Q. Compatible development is conditioned on dwelling design and construction providing for an NLR of 30 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
- R. Development is subject to the condition that meeting places, auditoriums and the like for gatherings of more than 25 people are not built as part of this land use operation.
- S. Development is subject to the condition that the park is oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.
- T. Development is subject to the condition that meeting places, auditoriums and the like for a gathering of more than 50 people are not built as part of this land use operation.
- U. Compatible development is conditioned on residential unit design and construction providing for an NLR of 35 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
- V. Compatible development is conditioned on design and construction providing for an NLR of 30 dBA in the club house.
- W. Compatible development is conditioned on design construction providing for an NLR of 35 dBA in permanent residential units and 30 dBA in other permanent structures.
- X. Development is subject to the condition that maximum density not exceed 1 dwelling unit per five acres.

## Facilities (cont.)

J. Unique features

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

**UNIQUE FEATURES**

- **10 % OF ALL NAVY FLIGHT HOURS ACCUMULATED AT WHITING COMPLEX**
- **GREATER THAN 45% OF ALL TRAINING COMMAND FLIGHT HOURS ARE CONDUCTED FROM NAS WHITING FIELD**
- **TWO AIR STATIONS FOR THE PRICE OF ONE**
  - **NORTH FIELD**
    - **155 T-34C AIRCRAFT**
    - **SUPPORTED BY 8 NOLF's**
  - **SOUTH FIELD**
    - **125 TH-57B/C**
    - **SUPPORTED BY 5 NOLF'S AND AN HLT**
  - **MINIMAL COST TO OPERATE SUPPORTING NOLF'S, NAVAIDS, AND FACILITIES**
  - **AIRFIELDS ARE MIRROR IMAGES OF EACH OTHER AND COULD FUNCTION AS PARALLEL RUNWAYS**
  - **NAVAIDS DISTRIBUTED THROUGHOUT THE OPERATING AREA**
    - **2 NDB'S, VOR, TACAN**
- **ONLY NAVY SITE FOR TRAINING NAVY, MARINE, COAST GUARD AND FOREIGN NATIONAL HELICOPTER PILOTS, FOREIGN NATIONAL FIXED WING PILOTS, AND NAVAL FLIGHT SURGEONS. ALSO PROVIDE ORIENTATION FLIGHTS FOR ROTC AND NAVAL ACADEMY MIDSHIPMEN**
- **PROVIDES FACILITIES AND SERVICES FOR ROYAL SAUDI NAVAL FORCES ENLISTED AVIATION MAINTENANCE PREPARATORY SCHOOL**
- **ONLY NAVY SITE FOR REWORK OF T-34B/C AIRCRAFT**
- **ALTERNATE COMMAND POST FOR CNET DURING EMERGENCY CONDITIONS (HURRICANES)**
- **NAS WHITING FIELD AND THE NOLF'S PROVIDE DEPLOYMENT SITES FOR THE FLORIDA AND ALABAMA NATIONAL GUARDS, MARINE RESERVE UNITS, ARMY NATIONAL GUARDS, AND THE U.S. SPECIAL FORCES**



## Facilities (cont.)

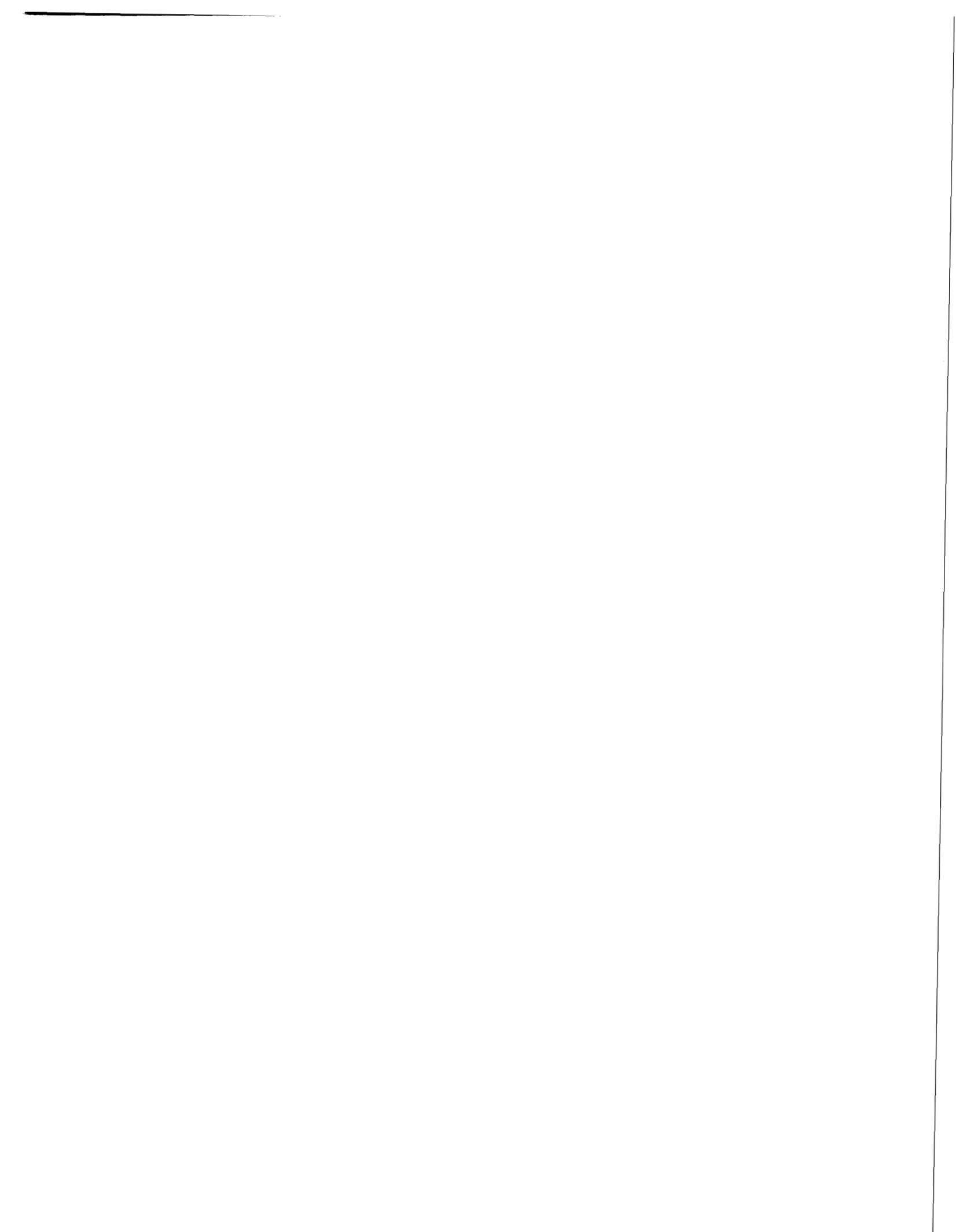
J. Unique features

- **RURAL SETTING RESULTS IN MINIMAL NOISE COMPLAINTS AND ENCROACHMENT CONCERNS**
  - **AIRPORT ZONING IN PLACE FOR NOLF'S IN FLORIDA**
  - **KEY MEMBER OF THE SOUTHEASTERN TEST AND TRAINING AREA (SETTA) ENCROACHMENT AND ENVIRONMENTAL COORDINATION COMMITTEE ALLOWING RAPID AND JOINT CIVILMILITARY RESPONSES TO ISSUES**
  - **PROVIDES TECHNICAL ADVICE TO THE CONTINUING FLORIDA AIR SYSTEM PLANNING PROCESS (CFASPP) NORTHWEST REGION**
- **NAS WHITING FIELD AND THE T-34C NOLF's ARE EXPANDABLE FOR OPERATION OF THE JOINT PRIMARY AIRCRAFT TRAINING SYSTEM (JPATS)**

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

**YES**

- a. Name or type of facility  
**HELICOPTER SIMULATOR BUILDING**
  - b. Total SF  
**32,552 SQ FEET**
  - c. Cat code  
**171-35 (BLDG 3005A)**
  - d. Present use  
**HELICOPTER SIMULATOR FOR H-57B/C**
- 
- a. Name or type of facility  
**AIRCRAFT MAINTENANCE/REWORK FACILITY.**
  - b. Total SF  
**80,271 SQ FEET**
  - c. Cat code  
**211-06/08/21/45 (BLDG 2941)**
  - d. Present use  
**ONLY REWORK FACILITY FOR T-34 DEPOT, INTERMEDIATE AND ORGANIZATIONAL MAINTENANCE.**



**Future Requirements**

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?  
**FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION NORTHWEST DISTRICT (FDEP)**
  - a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No  
**YES, ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT MONTGOMERY AREA (ADEM)**
  - b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.  
**FDEP 7,504 ACRES (INCLUDES NASWF & NOLF'S IN FL.)  
ADEM 1,786 ACRES (INCLUDES NOLF'S IN AL.)**
2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? YES/NO  
**NO**
  - a. If the base is in a maintenance area, identify the regulated pollutant(s).  
**NOT IN AREA**
  - b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).  
**NOT IN AREA**
3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO  
**NO**



**Future Requirements**

A. Air Quality

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

NO

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

**NOT RESTRICTED**

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

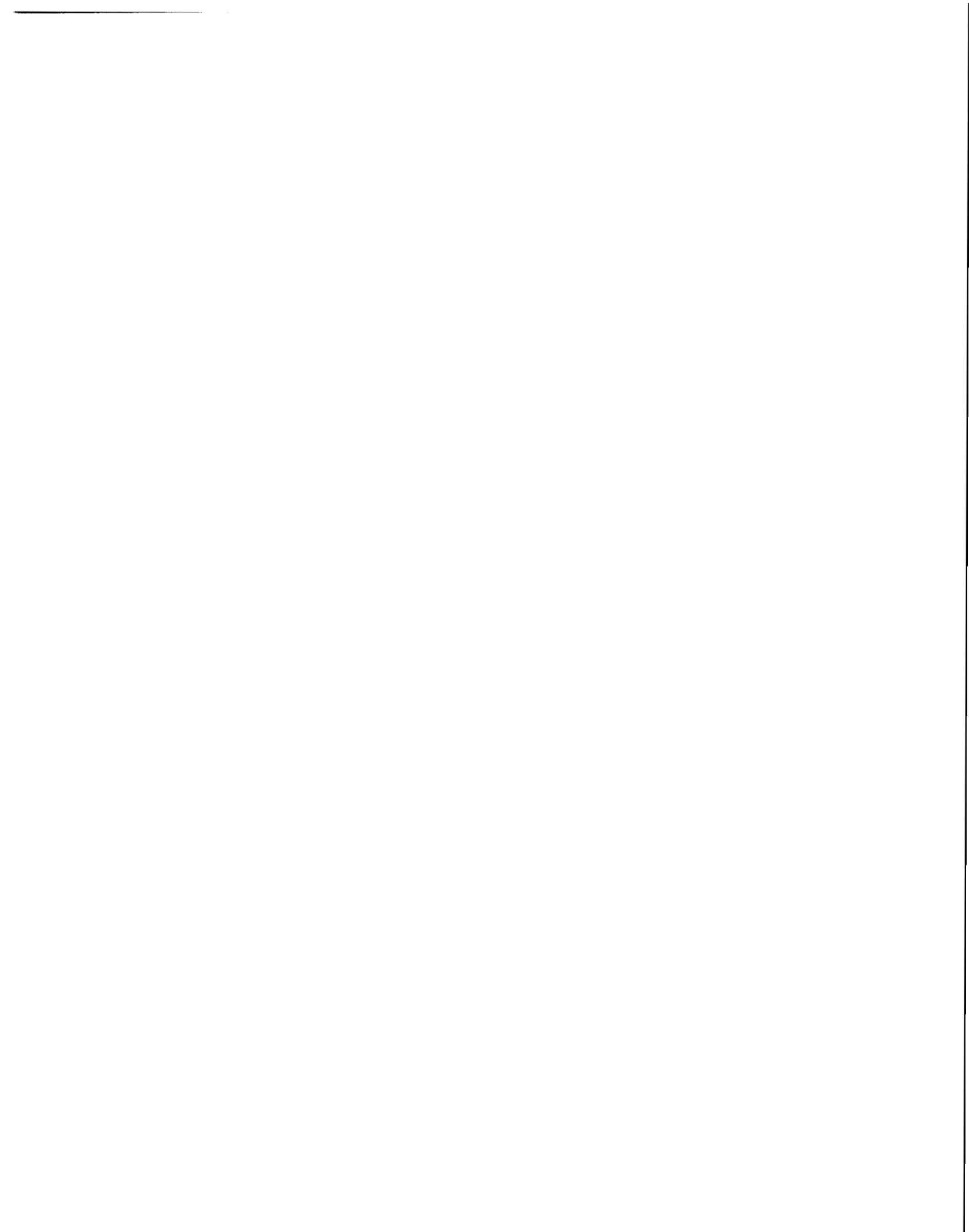
NO

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

**NO SPECIAL ACTIONS**

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

NO



R

Future Requirements

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION NORTHWEST DISTRICT (FDEP)

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No

YES, ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT MONTGOMERY AREA (ADEM)

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.

FDEP 7,504 ACRES (INCLUDES NASWF & NOLF'S IN FL.)

ADEM 3,310 ACRES (INCLUDES NOLF'S IN AL.)

R

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

NO

a. If the base is in a maintenance area, identify the regulated pollutant(s).

NOT IN AREA

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

NOT IN AREA

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

NO



TABLE 11-1

LAND USE OBJECTIVES

AIRPORT ENVIRONMENTAL AREAS

<u>LAND USE CATEGORY</u>	A	B3	B2	B1	C3	C2	C1	3	2
<u>RESIDENTIAL:</u>									
Single Family Dwellings	No	No	*24,14	*24	No	*16,17	*16	No	*17
2 Family Dwellings; Multi-Family Dwellings; Mobile Home Parks or Courts	*17	No	No	No	No	No	No	No	No
Group Quarters; Residential Hotels; Transient Lodgings	No	No	No	No	No	No	No	*21	*17

INDUSTRIAL/MANUFACTURING:

Food and Kindred Products; Textile Mill Products	No	No	No	No	*5	*12	Yes	*5	*12
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related	No	No	No	No	No	No	No	*5	*12
Rubber & Misc. Plastic Products	No	No	No	No	*12	Yes	*5	*12	Yes
Lumber & Wood Products; Furniture & Fixtures; Paper and Allied Products;	No	No	No	*5	No	*12	*5	*12	Yes
Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries;	No	No	No	No	No	No	No	*5	*12
Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing	*12	No	No	No	No	*12	No	*5	*12
*5 Professional, Scientific & Control Instruments	No	No	No	No	No	*12	No	*5	*12

**TRANSPORTATION, COMMUNICATION AND UTILITIES:**

Railroad; Rapid Transit (on grade)	*1/3	Yes							
Highway & Street Right-of-Way	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Automobile Parking	No	Yes							
Communications	*3	*5	*12	Yes	*5	*12	Yes	*5	*12
Utilities (except above ground transmission lines)	*2	*5	*12	Yes	*5	*12	Yes	*5	*12
Above Ground Transmission Lines	No	No	No	No	Yes	Yes	Yes	Yes	Yes

**TABLE 11 - 1**

**YES = ACCEPTABLE DEVELOPMENT**

**\* = CONDITIONAL DEVELOPMENT PERMITTED BY SECTION 11.04.02**

**NO = UNACCEPTABLE DEVELOPMENT AND PROHIBITED**

**LAND USE CATEGORY**

**AIRPORT ENVIRON AREAS**

A      B3      B2      B1      C3      C2      C1      3      2

**COMMERCIAL/RETAIL TRADE:**

Wholesale Trade; Building Material; Hardware; Farm Equipment									
(Retail); Auto, Marine, Aviation (Retail)	No	*5	*12	Yes	*5	*12	Yes	*5	*12
General Merchandise (Retail); Food Retail; Apparel and Accessories (Retail)			No	No	No	No	*6	*13	Yes

*6										
Furniture; Home Furnishings (Retail)	*13	No	No	No	No	*6	*12	Yes	*6	*13
Eating & Drinking Establishments		No	No	No	No	No	No	No	*14	*6

**PERSONAL & BUSINESS SERVICES:**

Finance; Real Estate; Insurance; Personal Services; Business Services;										
Professional Services; Indoor Recreation Services		No	No	No	No	*14	*6	Yes	*14	*6
Repair Services; Contract Construction Services		No	*6	*13	Yes	*6	*13	Yes	*6	*13
Automobile Service Stations		No	Yes							

**PUBLIC & QUASI-PUBLIC SERVICES:**

Government Services		No	No	No	No	No	*13,18	*20	*6	*13
Educational Services; Cultural Activities; Non-Profit Organizations		No	No	No	No	No	No	No	No	No
Medical & Other Health Services		No	No	No	No	No	No	No	*6	*14
Cemeteries		No	*7	*7	*7	*7	*7	*7	Yes	Yes

TABLE 11-1  
(Continued)

YES = ACCEPTABLE DEVELOPMENT  
 \* = CONDITIONAL DEVELOPMENT PERMITTED BY SECTION 11.04.02  
 NO = UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY

AIRPORT ENVIRONMENTAL

A B3 B2 B1 C3 C2 C1 C2

OUTDOOR RECREATION:

Playground; Neighborhood Parks	No	No	No	No	*19	*19	No	Yes
Community & Regional Parks	No	*8	*8	*8	*8	*8	Yes	Yes
Nature Exhibits	No	*6	*13	No	*13	Yes	*6	Yes
Spectator Sports Including Arenas	No	No	No	No	No	No	No	Yes
Golf Courses; Riding Stables	No	*9,10	*9,10	*9,15	*9,15	*9,15	*22	Yes
Water Based Recreation Area	No	*9	*9	*9	*9	*9	*22	Yes
Resorts and Group Camps	No	No	No	No	No	No	*23	Yes
Entertainment Assembly; Amphitheater; Music Shell	No	No	No	No	No	No	No	No

RESOURCE PRODUCTION, EXTRACTION & OPEN LAND:

Agriculture Including Livestock Grazing	*2	*11	*24,17	*11	*17	Yes	*21	*17
Livestock Farms; Animal Breeding	No	No	*24,17	No	*17	Yes	No	*17

<b>Agriculture Related Activities</b>	No	*11	*24,17	*24	*11	*17	Yes	No	*17
<b>Forestry Activities</b>	*3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Fishing Activities</b>	*4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Mining Activities</b>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Undeveloped Areas; Unused Land Areas; Permanent Open Space; Water Areas</b>			Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Yes</b>			Yes						

**11.05.00 USES INTERFERING WITH AIRCRAFT:** It is unlawful to establish, maintain or continue any use within the airport hazard area in such a manner as to interfere with the operations of aircraft. The following requirements shall apply to all lawfully established uses within the airport hazard area:

- A. All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from an airport or in a vicinity thereof as determined by the airport operator.
- B. No operations of any type shall produce smoke, glare or other visual hazards within three (3) statute miles of any usable runway or a designated airport.
- C. No operations of any type shall produce electronic interference with navigation signals or radio communication between the airport and the aircraft.
- D. No use of land shall be permitted which encourages large concentrations of birds or waterfowl within the vicinity of an airport.
- E. Sanitary landfills will be considered as an incompatible use if located within areas established for the airport through the application of the following criteria:
  - 1. Landfills located within 10,000 feet of any runway used or planned to be used by turbojet or turboprop aircraft.
  - 2. Landfills located within 5,000 feet of any runway used only by piston type aircraft.
  - 3. Landfills outside the above perimeters but within the conical surfaces described by FAR Part 77 and applied to an airport will be reviewed on a case-by-case basis.
  - 4. Any landfill located that places the runways and/or approach and departure patterns of an airport between bird feeding, water or roosting areas.

**11.06.00 LIGHTING:** Notwithstanding the provisions of any other article, section or ordinance, the owner of any structure over 200 feet above ground level shall install lighting in accordance with Federal Aviation Advisory Circular 70-7460-1 Series and Amendments thereto on that structure. In addition, the owner shall construct high intensity white obstruction lights on a high structure which exceeds 749 feet above mean sea level.

**11.06.01 Hazard Marking and Lighting:** In granting any permit or variance under this article, the Building Inspection Department or the Board of Adjustment may, if it deems such action advisable to effectuate the purposes of this ordinance and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit Santa Rosa County or the United States Government, at its own expense, to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.

**11.07.00: NONCONFORMING USES:** No provision of this article shall require the removal, lowering, or other change or alteration of any structure or tree not conforming to these regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as set forth herein.

**11.07.01** No nonconforming structure or tree shall be increased, permitted to grow taller or otherwise become a greater hazard to air navigation than it was when it became nonconforming.

**11.07.02** In the event that a nonconforming use or nonconforming structure has been abandoned for a period of one year or is more than eighty percent torn down, destroyed, deteriorated, or decayed, the structure or use shall not be resumed, repaired or reconstructed except in conformance with all applicable regulations.

**11.07.03** Within zones A, B1 and C1 for OLF Holley, single family dwellings, up to a density of four units per acre, may be placed or constructed on any existing or future lot despite the fact that it does not conform with the minimum lot requirements set forth in paragraphs (B), (P) and (X) of Section 11.04.02.

#### **11.08.00 PERMITS**

**11.08.01** No new structure or use may be constructed or established or any existing use or structure substantially changed or altered or repaired within the airport hazard area unless a permit has been granted by the Building Inspection Department. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative, the permit shall be granted. No permit shall be granted that would allow the creation of an airport hazard.

**11.08.02** No nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher or replanted within the airport hazard area unless a permit has been granted by the Building Inspection Department. No permit shall be granted that would permit a

nonconforming structure or tree or nonconforming use to be made or become higher or become a greater hazard to air navigation than it was when the applicable regulation was adopted or with the application for a permit is made.

11.08.03 Whenever the Building Inspection Department determines that a nonconforming use or nonconforming structure or tree has been abandoned for more than one year or is more than eighty percent torn down, destroyed or deteriorated, or decayed, no permit shall be granted that would allow said structure or tree to exceed the applicable height limit or otherwise deviate from applicable regulations.

11.08.04 Except as provided herein, applications for permits shall be granted, provided the matter applied for meets the provisions of this article and the regulations adopted and in force hereunder.

11.09.00 **DISCLOSURE STATEMENT**: No person shall sell, lease, nor offer for sale or lease any property within the airport hazards area unless the prospective buyer or lessee has been given the following notice:

To: \_\_\_\_\_

The property at \_\_\_\_\_ (address) \_\_\_\_\_ is located within the airport environs of \_\_\_\_\_ (airport) \_\_\_\_\_. Santa Rosa County has determined that this is an area of airport operations. The County has placed certain restrictions on the development and use of property within airport environs zones in addition to the restrictions in Article Six of the Land Development Code ( zoning code). Before purchasing or leasing the above property, you should consult Article Eleven of the Santa Rosa County Land Development Code to determine the restrictions which have been placed on the subject property.

Certification

As the owner of the subject property, I hereby certify that I have informed \_\_\_\_\_, as a prospective purchaser/lessee, that the subject property is located in an Airport Environs Zone.

Dated this \_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_.

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Owner

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in an Airport Environs Zone and I have consulted Article Eleven of the Santa Rosa County Land Development Code to determine the restrictions which have been placed on the subject property.

Dated this \_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Purchaser/Lessee

**11.10.00 APPEALS**

- A. Any person aggrieved, or taxpayer affected, by any decision of an administrative official or agency made in its administration of the regulations adopted under this article, or any governing body of a political subdivision, which is of the opinion that a decision of such an administrative official or agency is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Board of Adjustment the decisions of such administrative official or agency. Appeals shall be made and heard pursuant to Section 2.03.00 et. seq. of this ordinance.
- B. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the agency or official from which the appeal is taken, certifies to the Board of Adjustment (BOA), after the notice of appeal has been filed with it, that by reasons of the facts stated in the certificate a stay would, in its opinion, cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by an order of the BOA on notice to the agency from which the appeal is taken and on due cause shown.

**11.10.01 Special Exception - Private Airports and Helicopter Landing Sites:** In addition to the special exceptions which may be considered by the BOA pursuant to Section 2.04.000 of this ordinance, the Board may grant a special exception for a private airport or helicopter landing site if it finds the following:

- A. That the applicant has obtained all necessary permits from state and federal agencies for the operation of the facility;
- B. That the proposed use is consistent with the highest order of safety;

- C. That the operation of the facility is compatible with surrounding land uses;
- D. That the proposed use will not adversely affect the public interest.

The Board may prescribe appropriate conditions and safeguards to effectuate the purposes of this article.

**11.10.02 Variances:** In addition to the regulations, standards and procedures described in Section 2.04.00 et. seq. of this ordinance, the Board of Adjustment may consider variances to this article as follows:

- A. Any person desiring to erect any structure, or increase the height of any structure, or permit the growth of any tree, or otherwise use his property in violation of the regulations set forth herein may apply to the Board of Adjustment for a variance from the regulations in question.
- B. Any person desiring to erect, alter or modify any structure, the result of which would exceed the federal obstruction standards as contained in 14 C.F.R. Sec. 77 specifically 14 C.F.R. Sections 77.21 (scope), 71.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters), and FAA circular 1500/5300-4B (zoning and grants) may apply to the Board of Adjustment for a variance from the regulations in question.
- C. Such variances shall be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of regulations and this article. Provided, that any variance may be allowed subject to any reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of this ordinance.

**11.11.00 ADMINISTRATION AND ENFORCEMENT:** It shall be the duty of the Building Inspector or his duly appointed designee to implement and enforce the regulations prescribed herein within the territorial limits over which Santa Rosa County has jurisdiction. In the event that the Building Inspector finds any violation of the regulations contained herein, the Building Inspector shall give written notice to the person responsible for such violation. The Building Inspector shall order the discontinuance of any work being done or take such action which is necessary to correct violations and obtain compliance with the article.

**11.11.01 Remedies**

- A. Whether an application is made for a permit or not, the Building Inspection Department may, by appropriate action, compel the owners of the nonconforming structure or tree that has been abandoned or is more than eighty percent torn down, destroyed, deteriorated or decayed, at the owner's expense, to lower, remove, reconstruct or equip such object as may be necessary to conform to the regulation.
- B. If the owner of the nonconforming structure or tree shall neglect or refuse to comply with such order for ten days after notice thereof, the Planning Board (LPA) may report the violation to the Board of County Commissioners which may proceed to have the object so lowered, removed, reconstructed or equipped and assess the cost and expense thereof upon the object of land whereon it is or was located.
- C. Unless such an assessment is paid within ninety days from the service of notice thereof on the owner or his agent, the sum shall be a lien on said land and shall bear interest hereafter at the rate of six (6) percent per annum until paid and shall be collected in the same manner as taxes on real property are collected, or, at the County's option, said lien may be enforced in the manner provided for the enforcement of liens by Chapter 85, F.S.

## Future Requirements (cont.)

## B. Encroachment (cont)

AIRFIELD: NOLF HAROLD/COURSES

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

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

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

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

Future Requirements (cont.)

B. Encroachment (cont)

**AIRFIELD: NOLF PACE/COURSES**

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

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

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

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

## Future Requirements (cont.)

## B. Encroachment (cont)

## AIRFIELD: NOLF BARIN

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

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

## AIRFIELD: NOLF BREWTON

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

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

NOTE: RUNWAY 18/36 NOT USED BY NAVY.

Future Requirements (cont.)

B. Encroachment (cont)

**AIRFIELD: NOLF HOLLEY**

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

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

**AIRFIELD: NOLF SILVERHILL**

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

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

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

Future Requirements (cont.)

B. Encroachment (cont)

**AIRFIELD: NOLF EVERGREEN**

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

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

**AIRFIELD: NOLF SUMMERDALE**

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

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

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

## Future Requirements (cont.)

## B. Encroachment (cont)

**AIRFIELD: NOLF SAUFLEY**

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

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

**AIRFIELD: NOLF WOLF**

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

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

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

Future Requirements (cont.)

B. Encroachment (cont)

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

**AIRFIELD: NORTH WHITING FIELD**

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

**AIRFIELD: SOUTH WHITING FIELD**

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

**AIRFIELD: NOLF SANTA ROSA**

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

**AIRFIELD: NOLF SPENCER**

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

Future Requirements (cont.)

B. Encroachment (cont)

**AIRFIELD: NOLF SITE EIGHT**

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

**AIRFIELD: NOLF HAROLD**

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

**AIRFIELD: NOLF PACE**

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

**AIRFIELD: NOLF BARIN**

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

Future Requirements (cont.)

B. Encroachment (cont)

**AIRFIELD: NOLF BREWTON**

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

**AIRFIELD: NOLF HOLLEY**

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

**AIRFIELD: NOLF EVERGREEN**

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

**AIRFIELD: NOLF SAUFLEY**

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

Future Requirements (cont.)

B. Encroachment (cont)

**AIRFIELD: NOLF SILVERHILL**

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

**AIRFIELD: NOLF SUMMERDALE**

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

**AIRFIELD: NOLF WOLF**

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

Future Requirements (cont.)

B. Encroachment (cont)

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

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

**NO KNOWN CHANGES.**

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

**NO IMPACT EXPECTED.**

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

**AICUZ REFLECTS CURRENT FLIGHT OPERATIONS.**

**Future Requirements (cont.)****B. Encroachment (cont)**

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

- (1) AICUZ recommended height restrictions.

**LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.**

**LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.**

- (2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.

**LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.**

**LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.**

- (3) AICUZ recommended development limits for APZ II

**LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.**

**LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.**

- (4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).

**LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.**

**LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.**

- (5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.

**LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.**

**LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.**

- (6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).

**LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.**

**LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.**

- (7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

**LAND DEVELOPMENT CODE, ESCAMBIA COUNTY, FL.**

**LAND DEVELOPMENT CODE, SANTA ROSA COUNTY, FL.**

- (8) Are real estate disclosure statements required by local communities?

**ESCAMBIA COUNTY - NO**

**SANTA ROSA COUNTY - YES**

## Future Requirements (cont.)

B. Encroachment (cont)

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

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

**NONE THAT ARE EXPECTED AFFECT FLIGHT TRAINING.**

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

**NO**

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

CLEAR ZONE ACQUISITION

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

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

NOTE:-A COMPLETE CLASS "A" CLEARZONE (3000' X 1000') = 69 AC.

-ABOVE COSTS ARE ESTIMATES FOR LAND ONLY, NO HOMES

\*\*\* DENOTES TIME FRAME

**Future Requirements (cont.)**

**B. Encroachment (cont)**

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

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

R

CLOSE HOLD

UIC 60508

Future Requirements

C. Ability for Expansion

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

YES

2. What is the availability of off-installation acreage for possible future installation development?

RELATIVELY LOW COST AGRICULTURAL LAND AVAILABLE ON THE NORTH, EAST, AND SOUTH. AREA TO WEST IS FOREST LAND AND RELATIVELY HILLY.

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

Type of Facility or Capability	On Base Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWHPD)	192,000	192,000	70,985	92,600
Water (GPD)	2.448m	N/A	.550m	.925m
Sewage (GPD)	1.05m	N/A	.221m	.250m
Natural Gas (CFH)	54,200m	7.99m	5m	34m
Short Term Parking	6780	NONE	3,500*	5,000*
High Temp. Water/Steam Generation/Distribution	60,000 lbs/hr**	NONE	20,000 lbs/hr	40,000 lbs/hr

R

\* ESTIMATED

\*\* 2 BOILERS AT 100%

4. Are there any characteristics regarding your utility systems that should be considered?

THE WASTE WATER TREATMENT PLANT IS CURRENTLY IN AN ENGINEERING EVALUATION AND WILL CULMINATE IN FACILITY EFFLUENT UPGRADES. THE EXISTING STEAM PLANT AND ASSOCIATED STEAM LINES ARE BEING PHASED OUT BY REPLACEMENT WITH PACKAGE STEAM UNITS.

**Future Requirements**

C. Ability for Expansion

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

**YES**

2. What is the availability of off-installation acreage for possible future installation development?

**RELATIVELY LOW COST AGRICULTURAL LAND AVAILABLE ON THE NORTH, EAST, AND SOUTH. AREA TO WEST IS FOREST LAND AND RELATIVELY HILLY.**

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

Type of Facility or Capability	On Base Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWHPD)	192,000	192,000	70,985	92,600
Water (GPD)	2.448m	N/A	.550m	.925m
Sewage (GPD)	1.05m	N/A	.221m	.250m
Natural Gas (CFH)	54,200m	70,000m	5m	34m
Short Term Parking	6780	NONE	3,500*	5,000*
High Temp. Water/Steam Generation/Distribution	60,000 lbs/hr**	NONE	20,000 lbs/hr	40,000 lbs/hr

\* ESTIMATED

\*\* 2 BOILERS AT 100%

4. Are there any characteristics regarding your utility systems that should be considered?

**THE WASTE WATER TREATMENT PLANT IS CURRENTLY IN AN ENGINEERING EVALUATION AND WILL CULMINATE IN FACILITY EFFLUENT UPGRADES. THE EXISTING STEAM PLANT AND ASSOCIATED STEAM LINES ARE BEING PHASED OUT BY REPLACEMENT WITH PACKAGE STEAM UNITS.**

Future Requirements (cont.)

C. Ability for Expansion (cont.)

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: **NAS WHITING FIELD (NORTH AND SOUTH)**

Land Use	Total Acres	Developed <sup>4</sup>	Available for Development	
			Restricted <sup>5</sup>	Unrestricted
Operational	2285	450	1200*	635
Training	55	38	2	15
Research & Development	0	0	0	0
Supply and Storage	5	3	0	2
	63	40	3	20
Admin	120	82	3	35
Housing	50	40	0	0
Recreational	430	300	0	130
Navy Forestry Program	914	0	0	914
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>3922</b>	<b>953</b>	<b>1208</b>	<b>1761</b>

*Handwritten:* JTB  
 CRIST N-443E  
 10 MAY 94

*Handwritten:* MAINTENANCE

\* ESTIMATED

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **NOLF PACE**

Land Use	Total Acres	Developed <sup>6</sup>	Available for Development	
			Restricted <sup>7</sup>	Unrestricted
Operational	206	0	206*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>207</b>	<b>1</b>	<b>206</b>	<b>0</b>

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 FIB  
 CNET 21-443E  
 10 MAY 94

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

C. Ability for Expansion (cont.)Site Location: **NOLF SITE 8**

Land Use	Total Acres	Developed <sup>8</sup>	Available for Development	
			Restricted <sup>9</sup>	Unrestricted
Operational	485	0	485*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	151	0	0	151
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	3	3	0	0
<b>Total</b>	<b>640</b>	<b>4</b>	<b>485</b>	<b>151</b>

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: NOLF HAROLD

Land Use	Total Acres	Developed <sup>10</sup>	Available for Development	
			Restricted <sup>11</sup>	Unrestricted
Operational	279	0	279*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	293	0	0	293
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	593 573	1	279	293

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

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Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **HOUSING (WHITING PINES)**

Land Use	Total Acres	Developed <sup>12</sup>	Available for Development	
			Restricted <sup>13</sup>	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	88	80	0	8
Recreational	8	4	0	4
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Other Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>98</b>	<b>85</b>	<b>0</b>	<b>13</b>

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Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

R

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **NOLF BARIN**

Land Use	Total Acres	Developed <sup>1</sup>	Available for Development	
			Restricted <sup>2</sup>	Unrestricted
Operational	619	30	558*	31
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	0	0	0	0
Recreational	2	1	0	1
Navy Forestry Program	187	0	0	187
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Other Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>810</b>	<b>32</b>	<b>558</b>	<b>220</b>

R

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **NOLF BARIN**

Land Use	Total Acres	Developed <sup>14</sup>	Available for Development	
			Restricted <sup>15</sup>	Unrestricted
Operational	619	30	558*	31
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	2	1	0	1
Housing	0	0	0	0
Recreational	2	1	0	1
Navy Forestry Program	187	0	0	187
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Other Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>810</b>	<b>32</b>	<b>558</b>	<b>215 220</b>

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\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

## C. Ability for Expansion (cont.)

Site Location: **NOLF BREWTON**

Land Use	Total Acres	Developed <sup>16</sup>	Available for Development	
			Restricted <sup>17</sup>	Unrestricted
Operational	672	32	330*	310
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>673</b>	<b>33</b>	<b>330</b>	<b>310</b>

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

NOTE: CIVIL AIRPORT LEASED BY THE NAVY FOR AVIATION TRAINING

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

## C. Ability for Expansion (cont.)

Site Location: **NOLF EVERGREEN**

Land Use	Total Acres	Developed <sup>18</sup>	Available for Development	
			Restricted <sup>19</sup>	Unrestricted
Operational	439	27	280*	132
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>440</b>	<b>28</b>	<b>280</b>	<b>132</b>

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

NOTE: CIVIL AIRPORT LEASED BY THE NAVY FOR AVIATION TRAINING

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

C. Ability for Expansion (cont.)Site Location: **NOLF HOLLEY**

Land Use	Total Acres	Developed <sup>20</sup>	Available for Development	
			Restricted <sup>21</sup>	Unrestricted
Operational	443	25	330*	88
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	253	0	0	253
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>697</b>	<b>26</b>	<b>330</b>	<b>341</b>

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

C. Ability for Expansion (cont.)Site Location: **NOLF SILVERHILL**

Land Use	Total Acres	Developed <sup>22</sup>	Available for Development	
			Restricted <sup>23</sup>	Unrestricted
Operational	151	30	121*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	25	0	15*	10
Navy Agricultural Outlease Program	223	0	205*	18*
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>400</b>	<b>31</b>	<b>341</b>	<b>28</b>

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

## C. Ability for Expansion (cont.)

Site Location: **NOLF SUMMERDALE**

Land Use	Total Acres	Developed <sup>24</sup>	Available for Development	
			Restricted <sup>25</sup>	Unrestricted
Operational	111	29	82*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	48	0	0	48
Navy Agricultural Outlease Program	405	0	324*	81
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>565</b>	<b>30</b>	<b>406</b>	<b>129</b>

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

R

## Future Requirements (cont.)

## C. Ability for Expansion (cont.)

Site Location: **NOLF WOLF**

Land Use	Total Acres	Developed <sup>3</sup>	Available for Development	
			Restricted <sup>4</sup>	Unrestricted
Operational	298	31	189*	78
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	9	0	0	9
Navy Agricultural Outlease Program	114	0	90*	24
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>422</b>	<b>32</b>	<b>279</b>	<b>111</b>

R

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **NOLF WOLF**

Land Use	Total Acres	Developed <sup>26</sup>	Available for Development	
			Restricted <sup>27</sup>	Unrestricted
Operational	298	31	189*	78
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	9	0	0	9
Navy Agricultural Outlease Program	114	0	9*90	24
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>422</b>	<b>32</b>	<b>279</b>	<b>111</b>

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\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

## C. Ability for Expansion (cont.)

Site Location: **BOAT DOCKS**

Land Use	Total Acres	Developed <sup>5</sup>	Available for Development	
			Restricted <sup>6</sup>	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	5	3	1*	1
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>

\* RESTRICTED DUE TO WETLANDS. R

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

Site Location: **BOAT DOCKS**

Land Use	Total Acres	Developed <sup>28</sup>	Available for Development	
			Restricted <sup>29</sup>	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	5	3	1*	1
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
Total	6	54	01	1

\* RESTRICTED DUE TO WETLANDS.

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Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

## C. Ability for Expansion (cont.)

Site Location: **NOLF SANTA ROSA**

Land Use	Total Acres	Developed <sup>30</sup>	Available for Development	
			Restricted <sup>31</sup>	Unrestricted
Operational	436	48	388*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	300
Navy Forestry Program	300	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>737</b>	<b>49</b>	<b>388</b>	<b>300</b>

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

## C. Ability for Expansion (cont.)

Site Location: **NOLF SPENCER**

Land Use	Total Acres	Developed <sup>32</sup>	Available for Development	
			Restricted <sup>33</sup>	Unrestricted
Operational	639	52	587*	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0	0	0	0
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	0	0	0	0
Other	0	0	0	0
<b>Total</b>	<b>640</b>	<b>53</b>	<b>587</b>	<b>0</b>

\* RESTRICTED FOR OPERATIONAL MANEUVERS AND AICUZ

NOTE: ALL DEVELOPED, RESTRICTED, AND UNRESTRICTED ACREAGES ARE ESTIMATED.

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

## Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

The NAS Whiting Field complex has exceptional ability to readily accept mobilization of both regular and reserve units with little or no capital outlays. Training exercises have been completed by units of the Alabama Air National Guard, Florida National Guard, U. S. Marines, U. S. Special Forces, Naval Reserve and Seabees. NAS Whiting Field's assets allow units to hold these training exercises at a fraction of the cost expected at other locations. NAS Whiting Field could easily assume all of the fixed wing (T-34C) primary training mission as recommended by the Naval Audit Service Southeast region in their draft audit report 7500/90-0013 ser E-1/0599 dtd 5 September 1991.

This complex has demonstrated the ability to accept new and challenging missions. When the NFO training program increased the number of takeoffs and landings required per student, NAS Whiting provided them access to the southern NOLFs. When the Navy needed a place to establish an enlisted aviation maintenance preparatory school, NAS Whiting again stood ready with some of the best facilities in the Navy.

Whiting Field has actively planned for the future by completing evaluations of airfield facilities in light of possible JPATS contenders. The selection of an aircraft capable of operating from shorter runways would require minimal construction. However, the mostly rural location of NAS Whiting Field and the NOLFs allow for expansion if required. Environmental and political constraints are minimal, therefore, any expansions required for JPATS can be accommodated with proper funding.

The Northwest Florida and Southern Alabama areas have consistently demonstrated a pro-Navy posture. These communities would readily accept and assist the accommodation of additional mission requirements for NAS Whiting Field.

**- RURAL SETTING IS IDEAL FOR EXPANSION IF REQUIRED.**

**- SOUTH FIELD COULD CONDUCT CONCURRENT ROTARY AND FIXED WING TRAINING. ROTARY AND FIXED WING DO NOT COMPETE FOR AIRSPACE OR NOLF's**

**Manpower Implications**

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? (circle) yes no  
**NO**

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	18	18	N/A	N/A
Officer	3	50	50	N/A	N/A
Officer	1 or 2	90	90	N/A	N/A
Enlisted	4+	35	26	9	N/A
Enlisted	3	159	129	30	N/A
Enlisted	1 or 2	60	17	43	N/A
Mobile Homes	N/A	N/A	N/A	N/A	N/A
Mobile Home lots	N/A	N/A	N/A	N/A	N/A

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

- a. Facility Type/Code: **NO INADEQUATE QUARTERS**
- b. What makes it inadequate/temporary?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard/semi-permanent?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

## Manpower Implications (cont.)

## A. Quality of Life (cont.)

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List <sup>34</sup>	Average Wait
<b>O-6/7/8/9</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>N/A</b>	<b>N/A</b>
	<b>3</b>	<b>N/A</b>	<b>N/A</b>
	<b>4+</b>	<b>0</b>	<b>1 MOS</b>
<b>O-4/5</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>N/A</b>	<b>N/A</b>
	<b>3</b>	<b>1</b>	<b>3 MOS</b>
	<b>4+</b>	<b>2</b>	<b>4 MOS</b>
<b>O-1/2/3/CWO</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>19</b>	<b>2 MOS</b>
	<b>3</b>	<b>3</b>	<b>3 MOS</b>
	<b>4+</b>	<b>2</b>	<b>3 MOS</b>
<b>E7-E9</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>N/A</b>	<b>N/A</b>
	<b>3</b>	<b>1</b>	<b>1 MOS</b>
	<b>4+</b>	<b>0</b>	<b>3 MOS</b>
<b>E1-E6</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
	<b>2</b>	<b>36</b>	<b>6-8 MOS</b>
	<b>3</b>	<b>3</b>	<b>1 MOS</b>
	<b>4+</b>	<b>6</b>	<b>2-4 MOS</b>

<sup>34</sup>As of 31 March 1994.

**Manpower Implications (cont.)**

A. Quality of Life (cont.)

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

80%

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	99.56
Substandard/Semi-Permanent	93.92
Inadequate/Temporary	N/A

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% ( or vacancy over 2%), is there a reason?

**OUR FY94 REPORT WILL REFLECT A DECREASE IN OUR UTILIZATION RATE. THIS REDUCTION IS MAINLY DUE TO UNITS BEING DOWN FOR MAJOR WALL REPLACEMENT IN ADEQUATE HOUSING. SINCE E-1'S THROUGH E-3'S ARE NOW ABLE TO COMPETE WITH OTHER ENLISTED PERSONNEL FOR ADEQUATE QUARTERS, OCCUPANCY RATE WILL PROBABLY DECREASE IN SUBSTANDARD QUARTERS.**

(b) BEQ:

(1) Provide the utilization rate for BEQ's for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	86%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

**IN NOVEMBER 1993, RENOVATION BEGAN ON THE BEQ. THIS REDUCED THE NUMBER OF ROOMS AVAILABLE. OCCUPANCY AS OF 31 MARCH 1994 WAS 96%.**

**NOTE: THE BEQ AND BOQ HAVE BEEN CONSOLIDATED INTO A CONSOLIDATED BACHELORS QUARTERS (CBQ)**

Manpower Implications (cont.)

A. Quality of Life (cont.)

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	43%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

**IN DECEMBER 1993, RENOVATION BEGAN ON THE BOQ. THIS REDUCED THE NUMBER OF AVAILABLE ROOMS. AS OF 31 MARCH 1994 OCCUPANCY WAS 90%.**

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

**NO FAMILY HOUSING UNDER RENOVATION OR CONSTRUCTION.**

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/BEQ)	Total Number	Size (Appropriate Measure) (SF)	Capacity (Appropriate Measure)	Availability Date
BOQ	<del>127</del> 131	520	<del>127</del> 139	DEC 94
BEQ	120	260-390	<del>200</del> 164	NOV 94
BEQ	<del>30</del> 50	260-390	<del>50</del> 70	JUN 95
BOQ	60	520	<del>60</del> 66	JAN 96
BEQ	<del>82</del> 62	260-390	<del>120</del> 112	JAN 96

*PFB  
CNET  
N-443E  
10/14/94*

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

**NO FAMILY HOUSING/BOQ/BEQ MILCON SCHEDULED FOR RENOVATION OR CONSTRUCTION.**

## Manpower Implications (cont.)

## A. Quality of Life (cont.)

2. For on-installation MWR facilities<sup>35</sup> available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS WHITING FIELD DISTANCE 0

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	13	Y
	Outdoor Bays	20	Y
Arts/Crafts-Ceramics	SF	3,430	N/A*
Wood Hobby	SF	4,060	N
Bowling	Lanes	12	Y
Enlisted Club	SF	7,000	Y**
Officer's Club	SF	12,000	Y**
Library	SF	2,880	N/A
Library	Books	13,000	N/A
Theater	Seats	0	N/A***
ITT	SF	180	Y
Museum/Memorial	SF	3,280	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor) Community	Lanes	8	Y
Pool (outdoor) CBQ	Lanes	5	Y
Beach	LF	1,230	N/A
Lake	Each		
Tennis CT	Each	11	N/A

\* NOTE: ORGANIZED CLUB MANAGED

\*\* NOTE: CLUBS WILL BE CONSOLIDATED THIS FISCAL YEAR

\*\*\* NOTE: THEATER ASSIGNED TO TRAINING

Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

## Manpower Implications (cont.)

## A. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	3	N/A
Basketball CT (outdoor)	Each	4	N/A
Racquetball CT (indoor/outdoor)	Each	4	N/A
Squash CT	Each	0	N/A
Golf Course	Holes	18	N/A
Driving Range	Tee Boxes	12	Y
Gymnasium Nautilus	SF	2,772	N/A
Gymnasium Gym	SF	11,473	N/A
Fitness Center	SF	10,646	N/A
Marina	Berths	0	N/A
Stables	Stalls	0	N/A
Rod and Gun Club/Range	Each		N/A
Softball Fld	Each	6	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	0	N/A

**NOTE: SPORTS EQUIPMENT OF VARIOUS TYPES ARE MAINTAINED AT ALL THE NOLFS TO FACILITATE NAVY PERSONNEL REMAINING PHYSICALLY ABLE TO COMPLETE THE PHYSICAL FITNESS TEST.**

3. Is your library part of a regional interlibrary loan program?

**YES**

Manpower Implications (cont.)

A. Quality of Life (cont.)

4. Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	0	0	0	*	**	0
6-12 Mos	0	0	0	*	**	0
12-24 Mos	10	0	480*	0	5	90
24-36 Mos	14	0	468*		7	120
3-5 Yrs	17	0	600*	0	13	180

*R*  
*R*  
*R*

\* TOTAL SQUARE FEET OF BUILDING IS 2,691 WHICH IS INADEQUATE FOR AGES 0-12 MOS. BUT SUBSTANDARD FOR AGES 12MOS-5YRS.

\*\* NO LIST ESTABLISHED SINCE CARE NOT AVAILABLE IN CENTER

12-24 = 480 CHILD CARE, 618 TOTAL

24-36 = 468 CHILD CARE, 780 TOTAL

3-5 YR = 600 CHILD CARE, 1293 TOTAL

*R*  
*R*  
*R*

Manpower Implications (cont.)

A. Quality of Life (cont.)

4. Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	0	0	0	*	**	0
6-12 Mos	0	0	0	*	**	0
12-24 Mos	10	0	618	0	5	90
24-36 Mos	14	0	780	0	7	120
3-5 Yrs	17	0	1293	0	13	180

\* TOTAL SQUARE FEET OF BUILDING IS 2,691 WHICH IS INADEQUATE FOR AGES 0-12 MOS. BUT SUBSTANDARD FOR AGES 12MOS-5YRS.

\*\* NO LIST ESTABLISHED SINCE CARE NOT AVAILABLE IN CENTER

**Manpower Implications (cont.)**A. Quality of Life (cont.)

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

- Facility Type/Code:  
**CHILD CARE CENTER (740-74)**
- What makes it inadequate/temporary?  
**NO SPACE FOR INFANT CARE  
WAITING LIST CANNOT BE ACCOMMODATED**
- What use is being made of the facility?  
**CARE FOR AGES ONE YEAR THROUGH FIVE YEARS. (41)  
MEALS ARE BEING SERVED IN THE FACILITY  
CHILD DEVELOPMENT CENTER AND FAMILY HOME CARE PROGRAMS  
ARE BEING OPERATED OUT OF SMALL OFFICE  
TRAINING REQUIRED FOR STAFF TAKES PLACE DURING NAP TIME OR ON  
PICNIC TABLES OUTSIDE OR AT NIGHT**
- What is the cost to upgrade the facility to substandard/semi-permanent?  
**ADD SQUARE FOOTAGE TO BUILDING = 100K**
- What other use could be made of the facility and at what cost?  
**THRIFT SHOP COULD OCCUPY THE SPACE AT NO MAJOR COST  
PACKAGE STORE/MINI MART COULD OCCUPY THE SPACE**
- Current improvement plans and programmed funding:  
**THE UNOCCUPIED ARMY RESERVE BUILDING AT 2781 N.W. DOGWOOD  
DRIVE IS BEING ACTIVELY PURSUED BY NASWF. PRELIMINARY PLANS HAVE  
BEEN DRAWN AND FUNDS HAVE BEEN PROVIDED FOR FINAL DESIGN. THE  
\$220K RENOVATION WILL ACCOMMODATE 98 CHILDREN FROM THE AGES OF 6  
WEEKS TO 5 YEARS. THIS FACILITY WOULD BE FULLY ADEQUATE FOR  
NASWF CHILD CARE NEEDS.**
- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?  
**NO**

**Manpower Implications (cont.)**

A. Quality of Life (cont.)

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

**SEVERAL AREA CHILD CARE CENTERS EITHER PRIVATELY OR CHURCH SPONSORED PROVIDE CARE FOR CHILDREN ON OUR WAITING LIST. FAMILY HOME CARE THROUGH HRS PROVIDE CARE OFF MILITARY FACILITIES.**

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs).

**CORRY STATION 3/4 HOUR**

**EGLIN AFB 1 HOUR**

**NAS PENSACOLA 1 HOUR**

**Manpower Implications (cont.)****A. Quality of Life (cont.)**

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	17,000
Gas Station	SF	1,302
Auto Repair	SF	1,023
Auto Parts Store	SF	0*
Commissary	SF	21,978
Mini-Mart	SF	0
Package Store	SF	3,740
Fast Food Restaurants	Each	0
Bank/Credit Union	Each	2
Family Service Center	SF	4,234
Laundromat	SF	0
Dry Cleaners	Each	0
ARC	PN	0
Chapel	PN	400
FSC Classrm/Auditorium	PN	33
Exchange Snack Stand	Each	3

\* AUTO PARTS CAN BE ORDERED FROM THE AUTO REPAIR SHOP AND THE AUTO HOBBY SHOP.

## Manpower Implications (cont.)

## A. Quality of Life (cont.)

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Atlanta, GA	300
Biloxi, MS	139
Birmingham, AL	229
Brewton, AL	30
Evergreen, AL	55
Foley, AL	66
Fort Walton, FL	48
Gulf Shores, AL	71
Jacksonville, FL	348
Miami, FL	680
Milton, FL	7
Mobile, AL	76
Montgomery, AL	140
Nashville, TN	422
Navarre Beach, FL	35
New Orleans, LA	221
Orlando, FL	444
Panama City, FL	114
Pensacola, FL	34
Pensacola Beach, FL	34
Tallahassee, FL	184
Tampa, FL	456

## Manpower Implications (cont.)

A. Quality of Life (cont.)

## 6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	24.70	13.82
E2	24.70	15.53
E3	12.40	9.14
E4	37.43	26.12
E5	40.16	28.04
E6	30.73	20.92
E7	33.48	23.25
E8	14.87	11.24
E9	25.26	19.17
W1	70.84	53.80
W2	36.90	28.94
W3	49.33	40.10
W4	42.78	37.93
O1E	20.26	15.03
O2E	28.55	22.77
O3E	40.08	33.91
O1	34.89	25.71
O2	0.00	0.00
O3	55.31	46.56
O4	33.97	29.54
O5	90.39	74.75
O6	145.67	120.57
O7	74.18	60.27

SPECIAL USE AIRSPACE REPORT FOR ALERT AREA 292

1. Restricted area number/MOA name: Alert Area 292, Pensacola, Florida
2. Period of report: 1 October 1992 - 30 September 1993
3. Published Hours of Operation: Sunrise to 0100, Monday - Friday; Sunrise - Sunset Saturday
4. Altitudes:
  - a. Published altitudes: Surface to 3,000 MSL within Federal Airways; otherwise, surface to FL 175
  - b. ATCAA airspace associated: Yes (Eagle Alpha and Bravo ATCAA's)
  - c. ATCAA altitudes available per LOA: FL 250 - FL 400 (Alpha) FL 180 - FL 200 (Bravo)
5. Activities:

a. Aircraft Operations

- (1) Aircraft types: T-34C, H-57B, H-57C
- (2) Maximum altitude/flight level: 17,999
- (3) Activities conducted in the area:

<u>(a) Fixed wing aircraft (T-34C)</u>	<u>Altitude (MSL)</u>
Familiarization	Surface - 10,000
Formation	Surface - 10,000
Precision Aerobatics	Surface - 10,000
Basic Instruments	Surface - 9,500
Radio Instruments	Surface - 9,500
Day Navigation	Surface - 9,500
Night Navigation	Surface - 9,500
Night Familiarization	Surface - 9,500
Indoctrination Flights	Surface - 10,000
Maintenance Flights	Surface - 10,000
Airway Navigation	Surface - 9,500
Standardization and Pilot Proficiency	Surface - 10,000
Out-of-control Flight	Surface - 10,000

<u>Airfield</u>	<u>Total Operations</u>
NAS Whiting Field (North)	123,211
NOLF Holley	56,023
*NOLF Choctaw	28,489
NOLF Saufley	59,628
NOLF Wolf	7,568
NOLF Summerdale	64,798
NOLF Barin	72,392
NOLF Silverhill	60,309
**NOLF Brewton	100,863
**NOLF Evergreen	108,874

\*TW-5/TW-6 joint use airfield (TW-5 Operations)  
 \*\*Joint use civilian airfields

<u>(b) Helicopter (TH-57B/C)</u>	<u>Altitude (MSL)</u>
Familiarization	Surface - 1,500
Day/Night Navigation	Surface - 1,500
Tactical Navigation	Surface - 1,000
Standardization and Pilot Proficiency	Surface - 1,000
Indoctrination Flights	Surface - 1,500
Formation	Surface - 3,000
Radio Instruments	Surface - 5,000
Basic Instruments	Surface - 5,000
Night Vision Goggle	200 - 900
Helicopter Tactics	200 - 900
Maintenance Flights	Surface - 3,000
Carrier Qualification	Surface - 900

<u>Airfield</u>	<u>Total Operations</u>
NAS Whiting Field (South)	136,682
NOLF Harold	130,019
NOLF Pace	197,078
NOLF Santa Rosa	263,559
NOLF Spencer	374,932
NOLF Site 8	113,320
*NOLF Choctaw	1,042

\*East Bay operations  
 TW-5/TW-6 joint use airfield (TW-5 Operations)

(c) 1,904,317 total operations at airfields in A292

(4) Area used for supersonic operations: No

b. Artillery/Mortar/Missiles (Restricted Area):

- (1) Type: N/A
- (2) Maximum ordinate: N/A
- (3) Purpose/Mission: N/A

c. Other Operations:

- (1) Type: N/A
- (2) Maximum altitude: N/A
- (3) Purpose/Mission: N/A

6. Area Coverage Available:

- a. Communications: Various
- b. Radar/Type: Various
- c. ATC services provided: Various

7. Usage:

- a. Total number of air operations per period of report:  
102,731 Sorties
- b. Total number of days area was:
  - (1) Scheduled: 313 Days
  - (2) Activated: 253 Days
  - (3) Used: 253 Days
- c. Total number of hours area was:
  - (1) Scheduled: 5,583 Hours: 19 hrs x 261 weekdays + 52 Saturdays x 12 hrs
  - (2) Activated: 4,358.5 Hours: (261 weekdays - 4 safety stand downs - 10 holidays) X 17.5 hrs + (0 Saturdays x 12 hrs) + (6 Monday holidays x 6 hrs)
  - (3) Used: 4,358.5 Hours

8. Released to controlling area for public use (Joint Use)

- a. Total number of hours released for period reported:  
4,403.5 Hours: (261 weekdays - 4 safety stand downs - 10 holidays) x 6.5 hrs + (0 Saturdays x 12 hrs) + (104 weekend days + 4 safety stand downs + 4 non-Monday holidays) x 24 hrs + (6 Monday holidays x 18 hrs)
- b. Total number of hours area was active and nonparticipating aircraft were allowed simultaneous access: 4358.5 Hours
- c. Total number of weekdays area was not activated: 8 days (includes 4 holidays)
- d. Total number of weekend and holiday days area was not activated: 108 days

9. New chart submitted or no change: No change

10. Other pertinent information: Sundays used for cross country recoveries. Occasional local airwork within alert area 292.

SPECIAL USE AIRSPACE REPORT FOR ALERT AREA 292

1. Restricted area number/MOA name: Alert Area 292, Pensacola, Florida
2. Period of report: 1 October 1992 - 30 September 1993
3. Published Hours of Operation: Sunrise to 0100, Monday - Friday; Sunrise - Sunset Saturday
4. Altitudes:
  - a. Published altitudes: Surface to 3,000 MSL within Federal Airways; otherwise, surface to FL 175
  - b. ATCAA airspace associated: Yes (Eagle Alpha and Bravo ATCAA's)
  - c. ATCAA altitudes available per LOA: FL 250 - FL 400 (Alpha) FL 180 - FL 200 (Bravo)
5. Activities:

a. Aircraft Operations

- (1) Aircraft types: T-34C, H-57B, H-57C
- (2) Maximum altitude/flight level: 17,999
- (3) Activities conducted in the area:

<u>(a) Fixed wing aircraft (T-34C)</u>	<u>Altitude (MSL)</u>
Familiarization	Surface - 10,000
Formation	Surface - 10,000
Precision Aerobatics	Surface - 10,000
Basic Instruments	Surface - 9,500
Radio Instruments	Surface - 9,500
Day Navigation	Surface - 9,500
Night Navigation	Surface - 9,500
Night Familiarization	Surface - 9,500
Indoctrination Flights	Surface - 10,000
Maintenance Flights	Surface - 10,000
Airway Navigation	Surface - 9,500
Standardization and Pilot Proficiency	Surface - 10,000
Out-of-control Flight	Surface - 10,000

<u>Airfield</u>	<u>Total Operations</u>
NAS Whiting Field (North)	123,211
NOLF Holley	56,023
*NOLF Choctaw	28,489
NOLF Saufley	59,628
NOLF Wolf	7,568
NOLF Summerdale	64,798
NOLF Barin	72,392
NOLF Silverhill	60,309
**NOLF Brewton	100,863
**NOLF Evergreen	108,874

\*TW-5/TW-6 joint use airfield (TW-5 Operations)  
 \*\*Joint use civilian airfields

<u>(b) Helicopter (TH-57B/C)</u>	<u>Altitude (MSL)</u>
Familiarization	Surface - 1,500
Day/Night Navigation	Surface - 1,500
Tactical Navigation	Surface - 1,000
Standardization and Pilot Proficiency	Surface - 1,000
Indoctrination Flights	Surface - 1,500
Formation	Surface - 3,000
Radio Instruments	Surface - 5,000
Basic Instruments	Surface - 5,000
Night Vision Goggle	200 - 900
Helicopter Tactics	200 - 900
Maintenance Flights	Surface - 3,000
Carrier Qualification	Surface - 900

<u>Airfield</u>	<u>Total Operations</u>
NAS Whiting Field (South)	136,682
NOLF Harold	130,019
NOLF Pace	197,078
NOLF Santa Rosa	263,559
NOLF Spencer	374,932
NOLF Site 8	113,320
*NOLF Choctaw	1,042

\*East Bay operations  
 TW-5/TW-6 joint use airfield (TW-5 Operations)

(c) 1,904,317 total operations at airfields in A292

(4) Area used for supersonic operations: No

b. Artillery/Mortar/Missiles (Restricted Area):

- (1) Type: N/A
- (2) Maximum ordinate: N/A
- (3) Purpose/Mission: N/A

c. Other Operations:

- (1) Type: N/A
- (2) Maximum altitude: N/A
- (3) Purpose/Mission: N/A

6. Area Coverage Available:

- a. Communications: Various
- b. Radar/Type: Various
- c. ATC services provided: Various

7. Usage:

a. Total number of air operations per period of report:  
102,731 Sorties

b. Total number of days area was:

- (1) Scheduled: 313 Days
- (2) Activated: 253 Days
- (3) Used: 253 Days

c. Total number of hours area was:

- (1) Scheduled: 5,583 Hours: 19 hrs x 261 weekdays + 52 Saturdays x 12 hrs
- (2) Activated: 4,358.5 Hours: (261 weekdays - 4 safety stand downs - 10 holidays) X 17.5 hrs + (0 Saturdays x 12 hrs) + (6 Monday holidays x 6 hrs)
- (3) Used: 4,358.5 Hours

8. Released to controlling area for public use (Joint Use)

a. Total number of hours released for period reported:  
4,403.5 Hours: (261 weekdays - 4 safety stand downs - 10 holidays) x 6.5 hrs + (0 Saturdays x 12 hrs) + (104 weekend days + 4 safety stand downs + 4 non-Monday holidays) x 24 hrs + (6 Monday holidays x 18 hrs)

b. Total number of hours area was active and nonparticipating aircraft were allowed simultaneous access: 4358.5 Hours

c. Total number of weekdays area was not activated: 8 days (includes 4 holidays)

d. Total number of weekend and holiday days area was not activated: 108 days

9. New chart submitted or no change: No change

10. Other pertinent information: Sundays used for cross country recoveries. Occasional local airwork within alert area 292.

SPECIAL USE AIRSPACE REPORT FOR PENSACOLA NORTH MOA

1. Restricted area number/MOA name: Pensacola North Military Operating Area
2. Period of report: 1 October 1992 - 30 September 1993
3. Published hours of operation: Sunrise to Sunset, Monday - Saturday Occasionally nighttime operations to midnight
4. Altitudes:
  - a. Published Altitudes: 10,000 MSL to but not including FL 180
  - b. ATCAA airspace associated: Yes (Eagle Bravo ATCAA)
  - c. ATCAA altitudes available per LOA: FL 180 - FL 200
5. Activities:
  - a. Aircraft Operations
    - (1) Aircraft types: T-34C
    - (2) Maximum altitude/flight level: 17,999
    - (3) Activities conducted in the area: Progressive Spins  
Maintenance Flights  
Standardization Flights  
Basic Instruments
    - (4) Area used for supersonic operation: No
  - b. Artillery/Mortar/Missile (restricted Area):
    - (1) Type: N/A
    - (2) Maximum ordinate: N/A
    - (3) Purpose/Mission: N/A
  - c. Other Operations:
    - (1) Type: N/A
    - (2) Maximum altitude: N/A
    - (3) Purpose/Mission: N/A
6. Area Coverage Available:
  - a. Communications: 371.9 and 338.3
  - b. Radar/Type: Citronelle - ARSR-1
  - c. ATC services provided: Flight following by JAX Center
7. Usage:
  - a. Total number of air operations for period of report:  
4,555 Sorties
  - b. Total number of days area was:
    - (1) Scheduled: 313 Days
    - (2) Activated: 247 Days: 313 days - 52 Saturdays - 10 holidays - 4 safety stand downs
    - (3) Used: 247 Days

- c. Total number of hours area was:
  - (1) Scheduled: 5478 Hours: 313 days x 17.5 hrs
  - (2) Activated: 247 days. Exact information is not available at this command.
  - (3) Used: 247 days. Exact information not available at this command.

8. Released to controlling agency for public use (Joint Use):

- a. Total number of hours released for period reported:  
Total 3,339 Hours: 247 weekdays x 6.5 hrs + (112 weekend, holidays and safety stand downs x 24 hours)
- b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: Information not available at this command. Activated on a real time basis by Jacksonville Center.
- c. Total number of weekdays area was not activated: 14 (includes 10 holidays)
- d. Total number of weekend and holiday days area was not activated: 114 Days

9. New chart submitted or no change: No Change

10. Other pertinent information: N/A

SPECIAL USE AIRSPACE REPORT FOR EAGLE BRAVO ATCAA

1. Restricted area number/MOA name: Eagle Bravo ATCAA
2. Period of report: 1 October 1992 - 30 September 1993
3. Published hours of operation: Sunrise - Sunset Daily
4. Altitudes:
  - a. Published altitudes: FL 180 - FL 200
  - b. ATCAA airspace associated: No
  - c. ATCAA altitudes available per LOA: N/A
5. Activities:
  - a. (1) Aircraft types: T-34C  
(2) Maximum altitude/flight level: FL 200  
(3) Activities conducted in the area: Post Maintenance  
Check Flights  
(4) Area used for supersonic operations: No
  - b. Artillery/Mortar/Missile (Restricted Area):
    - (1) Type: N/A
    - (2) Maximum ordinate: N/A
    - (3) Purpose/Mission: N/A
  - c. Other Operations:
    - (1) Type: N/A
    - (2) Maximum altitude: N/A
    - (3) Purpose/Mission: N/A
6. Area Coverage Available:
  - a. Communications: 309.8 and 345.0
  - b. Radar/Type: ASR-8
  - c. ATC services provided: Flight following by Pensacola  
TRACON
7. Usage:
  - a. Total number of air operations for period of report: 495  
Sorties
  - b. Total number of days area was:
    - (1) Scheduled: N/A
    - (2) Activated: N/A
    - (3) Used: N/A
  - c. Total number of hours area was:
    - (1) Scheduled: N/A
    - (2) Activated: N/A
    - (3) Used: N/A

~~Encl (3)~~  
ATTACHMENT 3

8. Released to controlling agency for public use (Joint Use):
  - a. Total number of hours released for period reported: N/A
  - b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: N/A
  - c. Total number of weekdays area was not activated: N/A
  - d. Total number of weekend/holiday days area was not activated: N/A
9. New chart submitted or no change: No change
10. Other pertinent information: N/A

SPECIAL USE AIRSPACE REPORT FOR PENSACOLA SOUTH MOA

1. Restricted Area/Moa name: Pensacola South Military Operating Area
2. Period of report: 1 October 1992 - 30 September 1993
3. Published hours of operation: Intermittent, Sunrise - 2400 Monday - Saturday. Contact nearest Flight Service Station
4. Altitudes:
  - a. Published altitudes: 10,000 MSL to but not including FL 180
  - b. ATCAA airspace associated: Yes (Eagle Alpha ATCAA)
  - c. ATCAA altitudes available per LOA: FL 250 - FL 400
5. Activities:
  - a. Aircraft Operations:
    - (1) Aircraft types: T-34C
    - (2) Maximum altitude flight level: 17,999
    - (3) Activities conducted in the area: Progressive Spins, Maintenance Flights
    - (4) Area used for supersonic operations: No
  - b. Artillery/Mortar/Missile (Restricted Area):
    - (1) Type: N/A
    - (2) Maximum ordinate: N/A
    - (3) Purpose/Mission: N/A
  - c. Other Operations:
    - (1) Type: N/A
    - (2) Maximum altitude: N/A
    - (3) Purpose/Mission: N/A
6. Area Coverage Available:
  - a. Communications: 309.8 and 345.0
  - b. Radar/Type: ASR-8
  - c. ATC services provided: Flight following by Pensacola TRACON
7. Usage:
  - a. Total number of air operations for period of report: 105 Sorties
  - b. Total number of days area was:
    - (1) Scheduled: N/A
    - (2) Activated: N/A
    - (3) Used: N/A

- c. Total number of hours area was:
  - (1) Scheduled: N/A
  - (2) Activated: N/A
  - (3) Used: N/A
  
- 8. Released to controlling agency for public use (Joint Use):
  - a. Total number of hours released for period reported: N/A
  - b. Total number of hours area was active and nonparticipating aircraft were permitted simultaneous access: N/A
  - c. Total number of weekdays area was not activated: N/A
  - d. Total number of weekend/holiday days area was not activated: N/A
  
- 9. New chart submitted or no change: No change
  
- 10. Other pertinent information: N/A

BRAC95 DATA JOINT 20 (MILITARY VALUE)  
CERTIFICATION SUMMARY LIST  
NAS WHITING FIELD  
(C) (904)-623-\*\*\*\*  
(A) 868-\*\*\*\*

WHITING FIELD

L. K. Tande, CAPT, USN.  
Commanding Officer  
-7121

Sammy L. Vickers, CDR, USN.  
Executive Officer  
-7121

D.C. Ray, CDR, USN  
Operations Officer  
-7196

Walter R. Martin, GS-12  
Aviation/Community Planner  
-7196

Donald A. Clack, ENS, USN.  
Asst. Aviation Planner  
-7196

Andrew S. Marshall, ENS, USN.  
Asst. Aviation Planner  
-7196

Edward M. Dee, GS-12  
MWR Director  
-7221

Joel O. Carr, DCC, USN.  
LCPO, Disaster Preparedness  
-7380

Guy B. Girod, AC2, USN  
Air Traffic Controller  
-7371

Anthony C. McGrew, AC2, USN  
Air Traffic Controller  
-7372

Julia Catone  
Environmental Planner  
-7181 ext. 38

Leslie Schisler, GS-12  
Management Analyst Officer  
-7594

Enclosure (3)

John L. Ball, CDR, USN.  
Public Works Officer  
-7268

G. J. McCaffrey, LCDR, USN.  
Air Traffic Control (ATC) Facility Officer  
-7371

C. M. Barbeau, ENS, USN  
Billeting Officer  
-7605

Les Lassiter  
Facility Planner  
-7181

Thomas A. Kraus, GMC (SW), USN.  
Weapons Officer  
-7649

Lud Opager, GM-13  
Engineering Director, Public Works  
-7181

Jerrel Anderson, GS-12  
Planning Director, Public Works  
-7181

Glenn White  
Utilities Engineer  
-7181

Jane Garton  
Director, Child Development Center  
-7293

R. A. Osteen  
Housing Manager  
-9726

**TRAINING AIR WING FIVE**

R. O. Abshier, CAPT, USN.  
Commander  
-7555

Dallas Nobles, LTCOL, USMC.  
Operations Officer  
-7147

Hal Tuten, CDR, USN  
Plans Officer  
-7139

**BRANCH MEDICAL CLINIC**

Mike Mathieu, LCDR.  
Officer in Charge, Acting  
Branch Medical Clinic  
-7568

**BRANCH DENTAL CLINIC**

G. B. Grantham, CAPT, DC, USN  
Director, Dental Clinic  
-7568

**PERSONNEL SUPPORT DETACHMENT**

Randy Harris, LT.  
Officer in Charge  
-7159

**NAVAL OCEANOGRAPHY COMMAND DETACHMENT**

J. M. Kuhn, AGC, USN.  
CPO, Acting  
-7119

**US CUSTOMS, PENSACOLA AIR UNIT**

J. J. Gambold  
Customs Pilot  
-7765

Ord. 27.113

TABLE 1  
(Continued)

LAND USE OBJECTIVES

YES - ACCEPTABLE DEVELOPMENT      \* - CONDITIONAL DEVELOPMENT PERMITTED BY TABLE 2      NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED

LAND USE CATEGORY

AIRPORT ENVIRON AREAS

A      B3      B2      B1      C3      C2      C1      3      2

OUTDOOR RECREATION:

Playground; Neighborhood Parks .....	No	No	No	No	No	*19	No	Yes
Community & Regional Parks .....	No	*8	*8	*8	*8	*8	Yes	Yes
Nature Exhibits .....	No	*6	*13	Yes	No	Yes	*6	Yes
Spectator Sports Including Arenas .....	No	No	No	No	No	No	No	Yes
Golf Courses; Riding Stables .....	No	*9,10	*9,10	*9,10	*9,15	*9,15	*22	Yes
Water Based Recreational Area .....	No	*9	*9	*9	*9	*9	*22	Yes
Resorts and Group Camps .....	No	No	No	No	No	No	*23	Yes
Entertainment Assembly; Amphitheatre; Music Shell .....	No	No	No	No	No	No	No	No

RESOURCE PRODUCTION, EXTRACTION & OPEN LAND:

Agriculture Including Livestock Grazing .....	*2	*11	*24,17	*24	*11	Yes	*21	*17
Livestock Farms; Animal Breeding .....	No	No	*24,17	*24	No	Yes	No	*17
Agriculture Related Activities .....	No	*11	*24,17	*24	*11	Yes	No	*17
Forestry Activities .....	*3	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fishing Activities .....	*4	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mining Activities .....	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Undeveloped Areas; Unused Land Areas; Permanent Open Space; Water Areas .....	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



CONDITIONS FOR DEVELOPMENT

SANTA ROSA COUNTY, FLA.

For this table, NLR means Noise Level Reduction.

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- (1) No passenger terminals are permitted.
- (2) No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.
- (3) Permitted only within height constraints.
- (4) Hunting and fishing is permitted only for wildlife control.
- (5) Compatible development is conditioned on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.
- (6) Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.
- (7) Chapels are not permitted.
- (8) Development is subject to the condition that spectator stands are not built as part of this land use operation.
- (9) Development is subject to the condition that clubhouses are not built as part of this land use operation.
- (10) Development is subject to the condition that concentrated rings with classes larger than 25 are not built as part of this land use operation.
- (11) Residential structures are not permitted.
- (12) Compatible development is conditioned on design and construction providing for an NLR of 25 dBA in reception, office, retail and employee lounge areas.
- (13) Compatible development is conditioned on design and construction providing for an NLR of 25 dBA throughout the facility.
- (14) Compatible development is conditioned on design and construction providing for an NLR of 35 dBA throughout the facility.
- (15) Development is subject to the condition that concentrated rings with classes larger than 50 are not built as part of this land use operation.
- (16) Development is subject to the condition that maximum density not exceed 2 dwelling units per acre.
- (17) Compatible development is conditioned on dwelling design and construction providing for an NLR of 30 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
- (18) Development is subject to the condition that meeting places, auditoriums and the like for gatherings of more than 25 people are not built as part of this land use operation.
- (19) Development is subject to the condition that the park is oriented toward forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.

(Continued Next Page)



**TABLE 1**  
**LAND USE OBJECTIVES**

**YES - ACCEPTABLE DEVELOPMENT**

**\* - CONDITIONAL DEVELOPMENT PERMITTED BY TABLE 2**

**NO - UNACCEPTABLE DEVELOPMENT AND PROHIBITED**

**LAND USE CATEGORY**

**AIRPORT ENVIRON AREAS**

	A	B3	B2	B1	C3	C2	C1	3	2
<b><u>RESIDENTIAL:</u></b>									
Single-Family Dwellings .....	No	No	*24,17	*24	No	*16,17	*16	No	*17
2 Family Dwellings; Multi-Family Dwellings; Mobile Home Parks or Courts .....	No	No	No	No	No	No	No	No	*17
Group Quarters; Residential Hotels; Transient Lodgings ....	No	No	No	No	No	No	No	*21	*17
<b><u>INDUSTRIAL/MANUFACTURING:</u></b>									
Food and Kindred Products; Textile Mill Products .....	No	No	No	No	*5	*12	Yes	*5	*12
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related Rubber & Misc. Plastic Products .....	No	No	No	No	No	No	No	*5	*12
Lumber & Wood Products; Furniture & Fixtures; Paper and Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing .....	No	*5	*12	Yes	*5	*12	Yes	*5	*12
Professional, Scientific & Control Instruments .....	No	No	No	No	No	*12	No	*5	*12
<b><u>TRANSPORTATION, COMMUNICATION AND UTILITIES:</u></b>									
Railroad; Rapid Transit (on grade) .....	*1,3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Highway & Street Right-of-Way .....	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Automobile Parking .....	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Communications .....	*3	*5	*12	Yes	*5	*12	Yes	*5	*12
Utilities (except above ground transmission lines) .....	*2	*5	*12	Yes	*5	*12	Yes	*5	*12
Above Ground Transmission Lines .....	No	No	No	No	Yes	Yes	Yes	Yes	Yes

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(b) Clear Zone. The area adjacent to the landing threshold extending outward for 3,000 feet. The width varies as follows:

1. Jets and large turbo-prop aircraft - Fan-shaped, the inner boundary is the same width as the primary surface and commencing 200 feet out from the threshold expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet.

2. Prop and small turbo-prop aircraft - 1,000 feet.

(c) Inner-Horizontal Surface. The area encompassing the runway, primary surface and clear zone with an outer perimeter formed by swinging arcs from the end of each runway centerline and connecting adjacent arcs by lines tangent to these arcs. The radius of the arcs are 7,500 feet. No structure or obstruction will be permitted in the inner-horizontal surface of a greater height than 150 feet above airport elevation.

(d) Conical Surface. A surface extending from the periphery of the inner horizontal surface outward and upward at a slope of 20:1 for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield clearance.

(e) Outer-Horizontal Surface. The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limit within the outer-horizontal surface is 500 feet above airport elevation.

(f) Approach Surface. The area longitudinally centered on each runway centerline, with an inner boundary 200 feet from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increases at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.

(g) Transitional Surface. The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the runway centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface.

(3) Naval Helicopter Outlying Fields. The various zone and surface height limitations are hereby established for Naval helicopter outlying fields (Attachments C and D):

(a) Primary Surface. An area horizontally centered on the helipad at the established elevation of landing, 150 feet wide and 150 feet in length.

(b) Takeoff Safety Zone. The takeoff safety zone shall be used as the clear zone. It is an area which underlies the first 400 feet of the approach-departure surface [refer to (c)].

(c) Approach-Departure Surface. An inclined plane which flares upward and outward from the helipads longitudinally extended centerline which starts at the end of the primary surface with the same width as the primary surface and expands to a width of 500 feet, 4,000 feet from the primary surface. The slope ratio is 1 foot vertically for every 10 feet horizontally.

(d) Transitional Surface. The area which extends outward and upward from the lateral boundaries of the primary surface and from the approach surface at a slope of 2 to 1 for a distance of 250 feet from the centerline of the landing area.

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(e) Helicopter Traffic Pattern Airspace. No structure shall exceed 200 feet above ground level in the traffic pattern airspace (Attachment D). The area protected around each helicopter OLP is determined by the capacity limit of the OLP.

**SECTION 6. USE RESTRICTIONS.**

Notwithstanding any provision of the Zoning Code, the permitted land use for any property within the Airport Environs Area shall be modified as set forth in Table 1:

**KEY TO TABLE 1.**

(1) Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ 2 is an area normally beyond APZ 1 which has a measurable potential for accidents.

(2) Airport Noise Zones are hereby established as follows:

<u>Airport Noise Zone</u>	<u>Ldn Values</u>
1	Less than 65
2	65 to 75
3	Greater than 75

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(3) Airport Environs Zones are hereby established as follows:

ORD. 29.110

<u>Area</u>	<u>Characteristics</u>
A	Clear Zone
B3	Accident Potential Zone 1 & Noise Zone 3
B2	Accident Potential Zone 1 & Noise Zone 2
B1	Accident Potential Zone 1 & Noise Zone 1
C3	Accident Potential Zone 2 & Noise Zone 3
C2	Accident Potential Zone 2 & Noise Zone 2
C1	Accident Potential Zone 2 & Noise Zone 1
3	Noise Zone 3
2	Noise Zone 2

(4) Development

(a) Acceptable Development. The provisions of the zoning code are appropriate without modification.

(b) Conditional Development. The land uses set forth in the zoning code are appropriate; however, certain conditions or safeguards need to be imposed to protect the public interest.

(c) Unacceptable Development. The land uses permitted by the zoning code are incompatible with and prohibited by the airport environs zone in which the property is located.



(1) Public Civil Airports. The various zones and surface height limitations are hereby established for public civil airports (Attachment A):

(a) Primary Surface. An area longitudinally centered on a runway, extending 200 feet beyond each end of that runway, with a width determined by the operational characteristics of each runway. No structure or obstruction will be permitted within the primary surface that is not part of the landing and takeoff area and is of a greater height than the nearest point on the runway center line.

(b) Runway Clear Zone. A trapezoidal area at ground level, under the control of the airport authorities, for the purpose of protecting the safety of approaches and keeping the area clear of the congregation of people. The runway clear zone is the same width as the primary surface and begins at the end of the primary surface and is centered upon the extended runway centerline. The length and width are determined by the operational characteristics of each runway (FAA Circular 1500/5300-4B).

(c) Horizontal Surface. The area around each civil airport, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway and connecting the adjacent area by lines tangent to those arcs.

(d) Conical Surface. The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport height at the inner boundary and increases one foot vertically for every 20 feet horizontally to a height of 350 feet above airport height at the outer boundary.

(e) Approach Surface. An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for at the runway end. The inner edge of the approach surface is the same width as the primary surface and expands uniformly to a width for each runway as set out hereinafter for each airport.

(f) Transitional Surface. The area extending outward from the sides of the primary surface and approach surfaces and connecting them to the horizontal surface. Height limits within the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every 7 feet horizontally, with the horizontal distance measured at right angles to the runway centerline and the extended centerline, until the height matches the height of the horizontal surface or conical surface. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

(2) Military Airports. The various zones and surface height limitations are hereby established for military airports (Attachment B):

(a) Primary Surface. An area longitudinally centered on each runway and extending 200 feet beyond the runway end. The width of the primary surface varies for the type of aircraft accommodated as follows:

1. Jets and large turbo-prop aircraft - 1,500 feet.
2. Prop and small turbo-prop aircraft - 1,000 feet.

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- (18) Forestry means the cultivation and harvesting of trees. The term shall not include the retail sale of trees or similar products.
- (19) Height means the overall height of a structure, including any appurtenance thereon, and for the purpose of determining the height limitations set forth herein, the datum shall be mean sea level elevation unless otherwise specified.
- (20) Lot means the least fractional part of subdivided lands, which have been duly recorded, having fixed boundaries, an assigned number, letter or other name through which it may be identified.
- (21) Mobile Home means any structure which is mounted or designed for mounting on wheels and which is designed for sleeping and living purposes for one or more than one person.
- (22) Multi-family Dwelling means a structure which contains three or more dwelling units.
- (23) Nonconforming Use means any structure, growth or use of land which was lawfully in existence prior to the enactment of the regulations and which does not conform to these regulations.
- (24) Obstruction means any structure or tree which exceeds permissible height limitations or is otherwise hazardous to the landing or taking off of aircraft.
- (25) Person means any individual, firm, copartnership, corporation, company, association, joint-stock association, or body politic, and includes any trustee, receiver, assignee or other similar representative thereof.
- (26) Political subdivision means any county, city, town, village or other political subdivision or agency thereof, or any district, port commission, port authority or other such agency authorized to establish or operate airports in the state.
- (27) Single-family Dwelling means a detached structure which is designed for or occupied exclusively as a residence for one family.
- (28) Structure means any object, constructed or installed by man, including but not limited to, buildings, towers, smokestacks, utility poles and overhead transmission lines.
- (29) Tree, for the purpose of airport regulation, means any woody plant.
- (30) Use means the purpose for which land or a building is arranged, designed, occupied or maintained.

SECTION 5. HEIGHT LIMITATIONS

In order to carry out the provisions of this Ordinance, there are hereby created and established certain airport zones and surfaces. These zones are shown on Attachments A thru D hereto and by this reference made a part hereof. An area located in more than one of the following zones or surfaces shall be considered to be only in the zone or surface with the more restrictive height limitation.

Except as otherwise provided, no structure shall be constructed or maintained, or tree permitted to grow within any zone or surface created herein in excess of the height limitations established herein. In addition, no structure or obstruction will be permitted within Santa Rosa County that would cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised.

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RECORDED

(4) Airport means any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purposes, including but not limited to:

- (a) Milton "T" Airport
- (b) NAS Whiting Field (North and South) (T-34 & Helo)
- (c) Outlying Landing Field (OLF) Choctaw (Jet & T-34)
- (d) OLF Harold (Helo)
- (e) OLF Spencer (Helo)
- (f) OLF Pace (Helo)
- (g) OLF Santa Rosa (Helo)
- (h) OLF Bolley (T-34)

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(5) Airport Elevation means the highest point of airport's landing area measured in feet above mean sea level.

(6) Airport Environs means that area which has been identified as being significantly impacted by airport noise and accident potential.

(7) Airport Hazard means any structure or tree or use of land which would exceed the federal obstruction standards as contained in C.F.R. Sections 77.21 (scope), 77.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters), and FAA circular 1500/5300-4B (zoning and grants) which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or is otherwise hazardous to such landing or taking off of aircraft.

(8) Airport Hazard Area means any area of land or water upon which an airport hazard might be established if not prevented by this ordinance.

(9) Airspace Height. To determine height limits in all zones set forth in this ordinance, the data shall be above mean sea level elevation (AMSL) unless otherwise specified.

(10) Alteration means any construction which would result in a change in height or lateral dimensions of an existing structure.

(11) Building Inspection Department means the administrative agency which has been designated by the Santa Rosa County Board of County Commissioners to administer airport zoning regulations.

(12) Construction means the erection or alteration of any structure either of a permanent or temporary character.

(13) Day-Night Average Sound Level (Ldn) is a basic measure for quantifying noise exposure, namely: The A-weighted sound level averaged over a 24-hour time period, with a 10 decibel penalty applied to nighttime (10:00 P.M. to 7:00 A.M.) sound levels.

(14) dba means the unit of corrected noise level measured in accordance with the "A-weighting scale" which replicates the response characteristics of the ear.

(15) Decibel is a unit for measuring the relative loudness of sound or sound pressure equal approximately to the smallest degree of difference of loudness or sound pressure ordinarily detectable by the human ear, the range of which includes about 130 decibels on a scale beginning with 1 for the faintest audible sound. Abbreviated dB.

(16) Dwelling Unit means a structure or portion of a structure designed or occupied as self-contained living quarters for one family.

(17) Family means one or more persons related by blood, marriage or adoption and living together as a single housekeeping unit.



AN ORDINANCE REGULATING LAND USES  
AND RESTRICTING THE HEIGHT OF STRUCTURES  
AND TREES WITHIN AIRPORT ENVIRONS;  
PROVIDING FOR A BOARD OF ADJUSTMENT AND APPEALS;  
REPEALING ORDINANCE NO. 77-3; PROVIDING FOR PENALTY;  
PROVIDING FOR AN EFFECTIVE DATE

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SECTION 1. FINDINGS

The Board of County Commissioners of Santa Rosa County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports in the applicable areas of Santa Rosa County, the nature of the terrain and the character of the area within the airport hazard area; the current uses of property and the uses for which it is applicable, and the Board finds as follows:

- (1) There exist airports within Santa Rosa County and in proximity to Santa Rosa County whose operations are potentially inimical to the health, safety and general welfare of the citizens of Santa Rosa County;
- (2) Airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity;
- (3) Airports produce noise which is not compatible with residential uses and certain commercial and industrial uses;
- (4) Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment therein;
- (5) The creation or establishment of an airport hazard injures the community served by the airport in question;
- (6) In the interest of the public health, safety and general welfare, it is necessary that the creation or establishment of airport hazards be prevented.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF THE COUNTY COMMISSIONERS SANTA ROSA COUNTY, FLORIDA, that:

SECTION 2. APPLICABILITY

The regulations on land use set forth herein are applicable to all lands within the delineated zones set forth on Maps 1 (Airport Environs Zones) and 2 (Height Limitations), which are attached hereto and adopted by this reference.

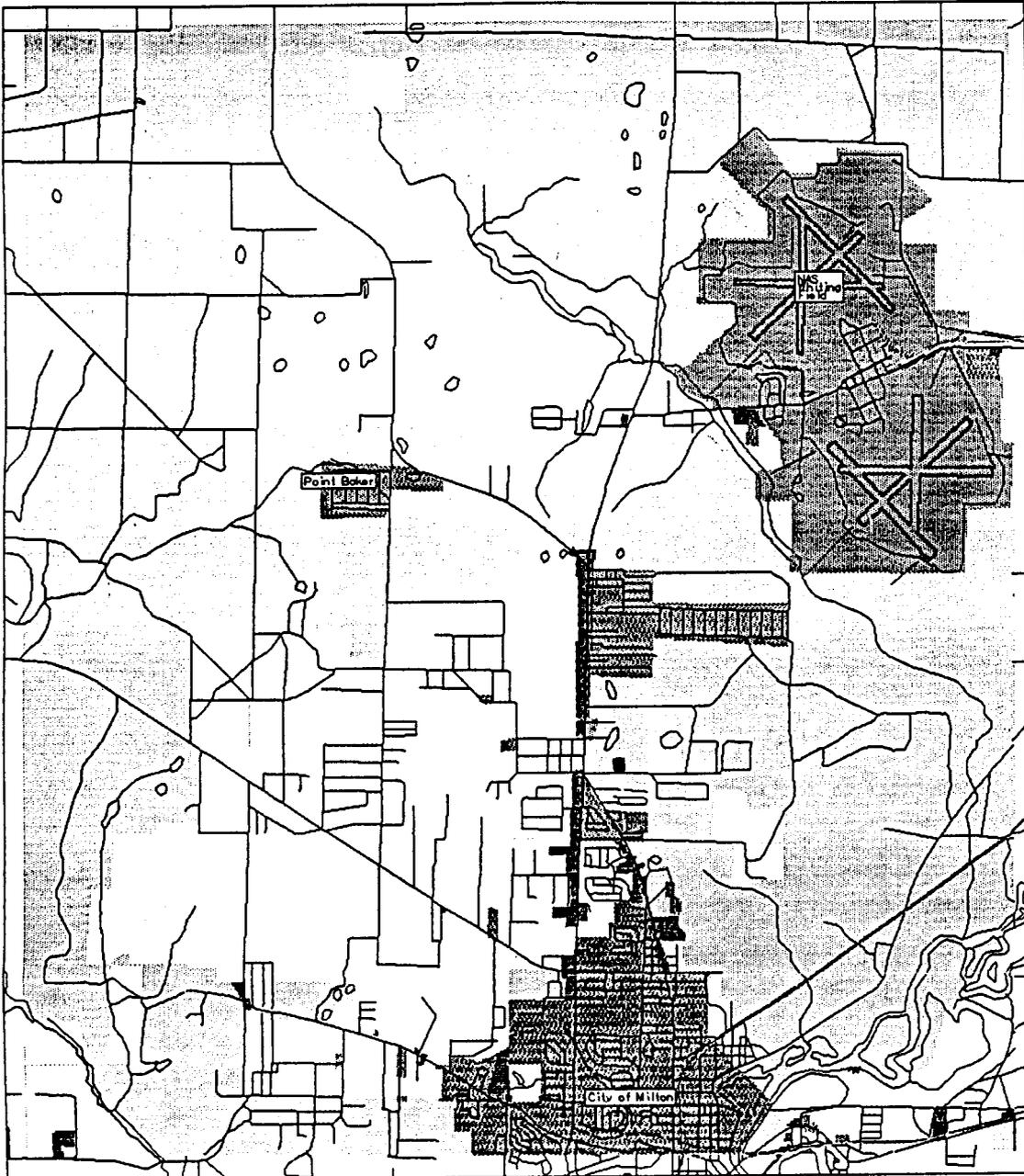
SECTION 3. CONFLICTING REGULATIONS

In the event of conflict between any airport zoning regulations and any other county regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

SECTION 4. DEFINITIONS

- (1) Accident Potential Zones (APZ's) as applied to military airfields, mean those areas which have been identified as being significantly impacted by accident potential from aircraft.
- (2) Agriculture means the production of crops, horticulture, the raising of livestock and poultry. This term shall not include the retail sale of agricultural products on the premises.
- (3) Agriculture-related activities means those activities which are customarily incidental or accessory to an agricultural use, including but not limited to, the maintenance of barns, storage sheds and farm equipment.

TITLE: SANTA ROSA COUNTY FUTURE LAND USE MAP  
LOCATION: Florida



SCALE: 1 : 65000  
WINDOW: 487800.00 3401900.00 500200.00 3387600.00

airfields (PERMANENT)

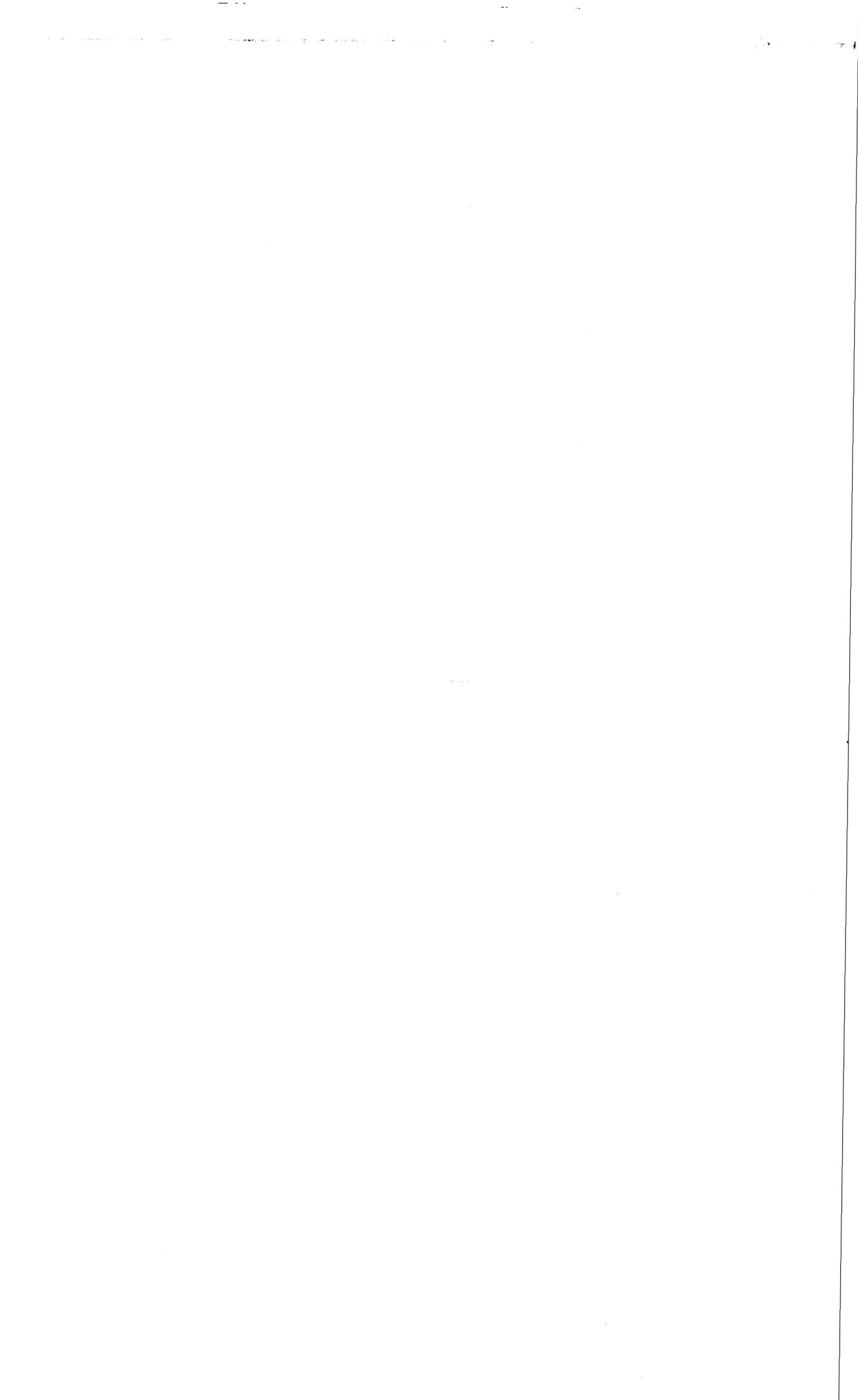
hydro.all (PERMANENT)

railroads (PERMANENT)

roads.all (PERMANENT)



- 1 AGRICULTURE
- 2 CONSERVATION/RECREATION
- 3 LOW DENSITY RESIDENTIAL
- 4 MEDIUM/MEDIUM HIGH DENSITY RESIDENTIAL
- 6 GENERAL COMMERCIAL
- 7 INDUSTRIAL
- 8 HISTORIC
- 9 MUNICIPALITIES
- 10 CONSERVATION/U.S. GOVERNMENT



(3) Unless such an assessment is paid within ninety days from the service of notice thereof on the owner or his agent, the sum shall be a lien on said land and shall bear interest hereafter at the rate of six percent per annum until paid and shall be collected in the same manner as taxes on real property are collected, or, at the County's option, said lien may be enforced in the manner provided for the enforcement of liens by chapter 85.

SECTION 20. PENALTY

Violation of this ordinance is unlawful and is a misdemeanor of the second degree, punishable as provided under State Law in F.S. 775.082 and 775.083. Each day during which a violation is committed shall be regarded as a separate violation.

SECTION 21. SEVERABILITY

If any of the provisions of this ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of these zoning regulations which can be given effect without the invalid provision or application, and to this end, the provisions of these zoning regulations are declared to be severable.

SECTION 22. REPEALER

Ordinance Number 77-3 is hereby repealed.

ORD. 2 pg. 121

BCCA 807 PAGE 61

SECTION 23. EFFECTIVE DATE

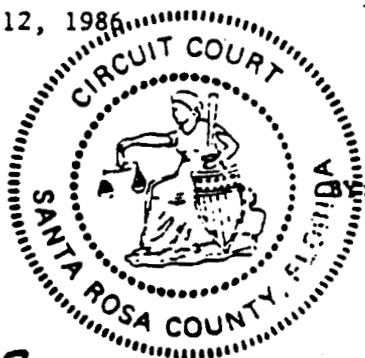
SANTA ROSA COUNTY, FLA.

This ordinance shall become effective as prescribed by general Florida law.

DULY ADOPTED, by the Board of county Commissioners, Santa Rosa County, Florida, this 7th day of May, 1986.

Effective Date: May 12, 1986

BOARD OF COUNTY COMMISSIONERS  
Santa Rosa COUNTY, FLORIDA



*William Canoe*  
Chairman

*Paul Z. Bane*  
Clerk to the  
Board of County Commissioners

APPROVED AS TO FORM:

*Monetta Lewis*  
County Attorney

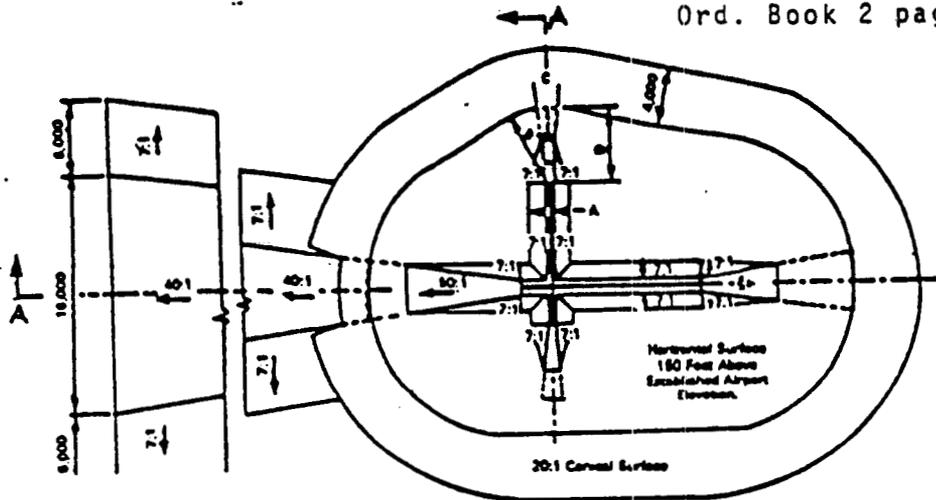


FILED  
SANTA ROSA COUNTY  
CLERKS OFFICE  
MAY 14 1 00 PM '86  
GERALD F. BARRIES  
CLERK  
CIRCUIT COURT  
MILTON, FLA.

01:4307

# CIVIL AIRPORT IMAGINARY SURFACES

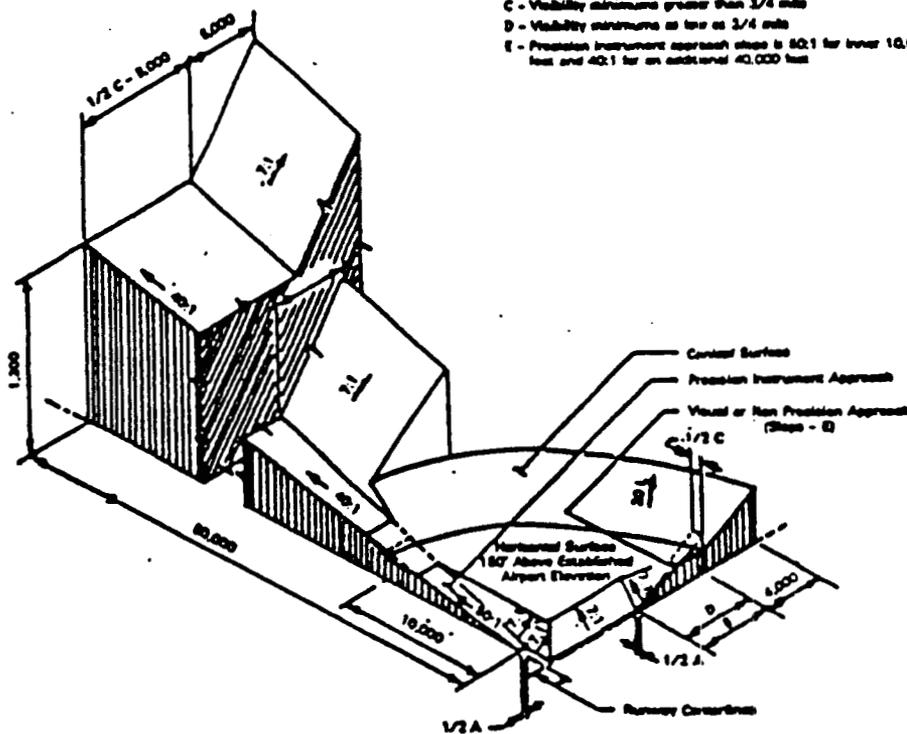
Off. Rec. Bk. 807 pg. 113-A  
Ord. Book 2 page 173-A



**PLAN VIEW**  
**NOT TO SCALE**

DIM.	ITEM	Dimensional Standards (Feet)					
		Visual Runway		Non-Precision Instrument Runway			Precision Instrument Runway
		A	B	A	C	D	
A	Width of primary surface and approach surface width at outer end.	280	800	800	800	1,000	1,000
B	Width of horizontal surface	4,000	8,000	8,000	10,000	10,000	10,000
C	Approach surface width at end	Visual Approach		Non-Precision Instrument Approach		Precision Instrument Approach	
		A	B	A	C		D
D	Approach surface length	8,000	8,000	8,000	10,000	10,000	*
E	Approach slope	20:1	20:1	20:1	24:1	24:1	*

- A - Utility runways
- B - Runways larger than utility
- C - Visibility minimums greater than 3/4 mile
- D - Visibility minimums as low as 3/4 mile
- E - Precision instrument approach slope is 80:1 for lower 10,000 feet and 40:1 for an additional 40,000 feet



**ISOMETRIC VIEW**  
**NOT TO SCALE**

**Attachment A**



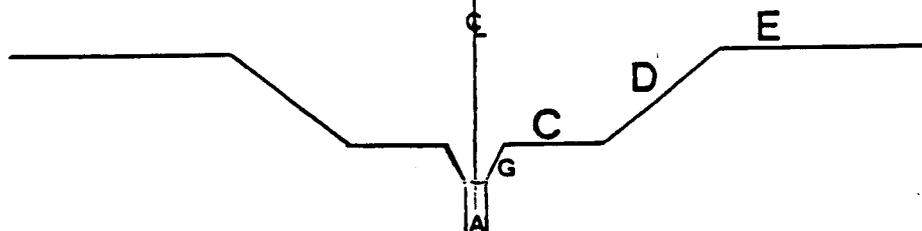
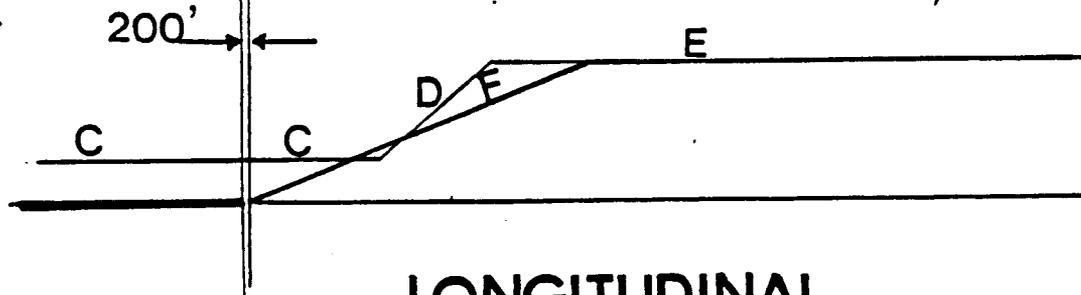
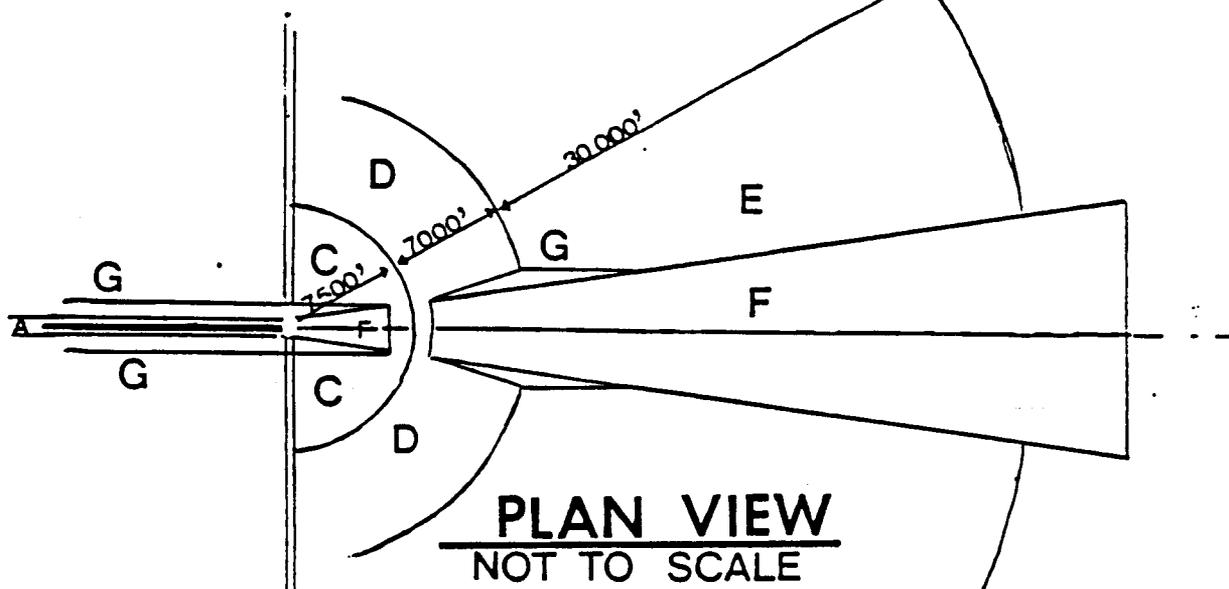
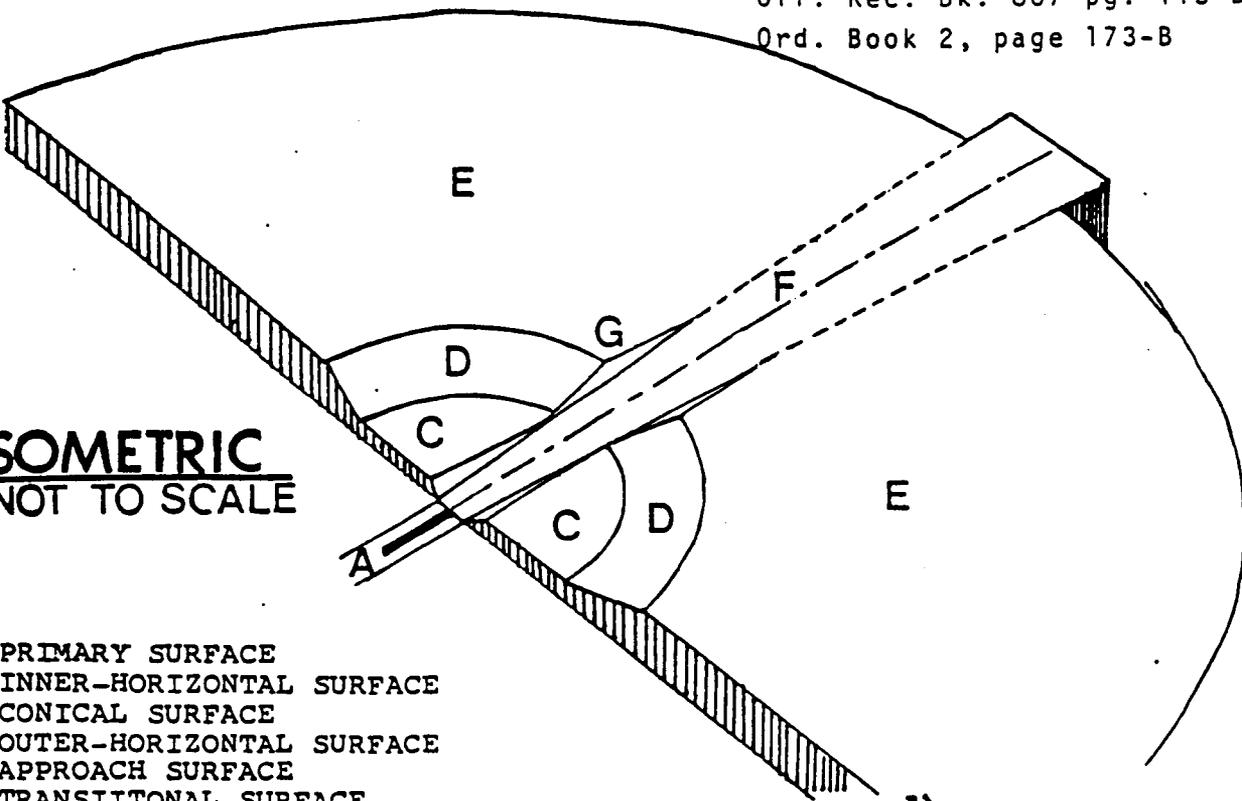
# IMAGINARY SURFACES

Off. Rec. Bk. 807 pg. 113-B

Ord. Book 2, page 173-B

**ISOMETRIC**  
NOT TO SCALE

- A- PRIMARY SURFACE
- C- INNER-HORIZONTAL SURFACE
- D- CONICAL SURFACE
- E- OUTER-HORIZONTAL SURFACE
- F- APPROACH SURFACE
- G- TRANSITIONAL SURFACE



**Attachment B**



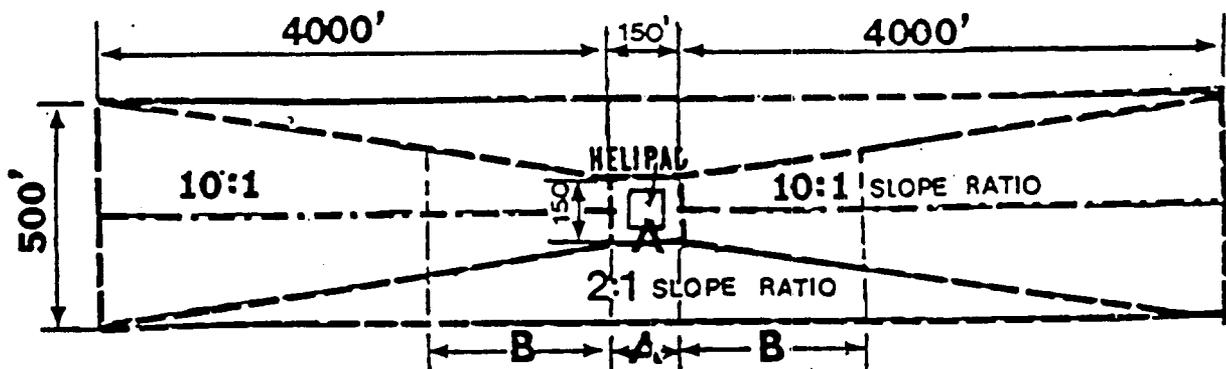
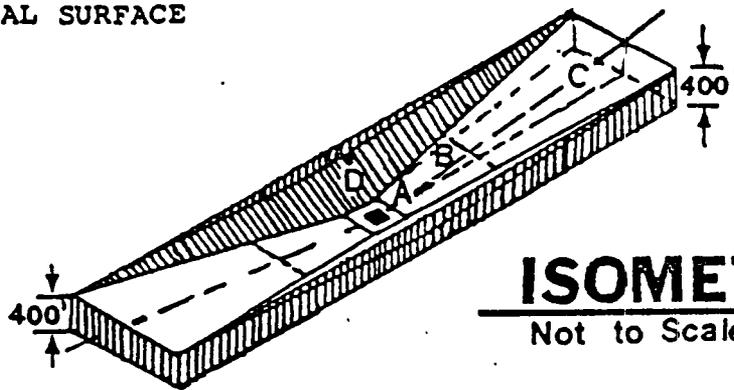
# NAVAL HELICOPTER LANDING FIELDS

## IMAGINARY SURFACES

Off. Rec. Bk. 807 pg. 113-C

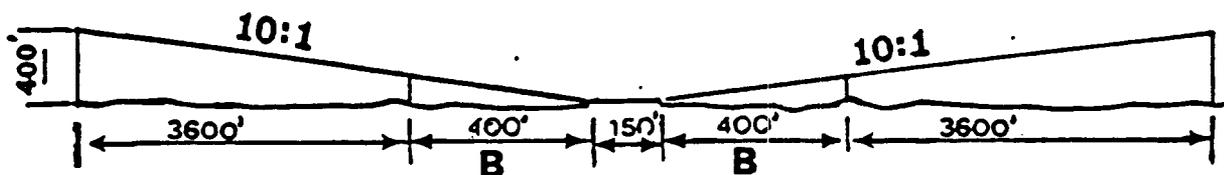
Ord. Book 2, page. 173-C

- A - PRIMARY SURFACE
- B - TAKEOFF SAFETY ZONE
- C - APPROACH-DEPARTURE SURFACE
- D - TRANSITIONAL SURFACE



### PLAN

Not to Scale



### LONGITUDINAL PROFILE

Not to Scale

Attachment C



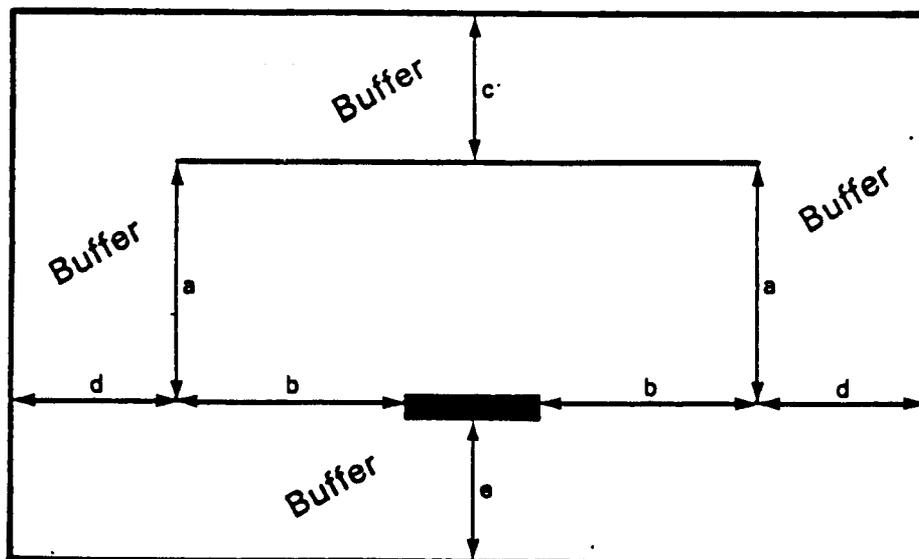
# HELICOPTER TRAFFIC PATTERN AIRSPACE

Off. Rec. Book 807 pg. 113-D

Ord. Book 2, page 173-D

Aircraft Category Type	Distance in Nautical Miles				
	a	b	c	d	e
A (Helicopter)	.75	.75	.5	.5	.25

**Note:** "a" and "b" of the above traffic pattern airspace should be increased by one-half the length of "b" (final and departure dimensions) for each aircraft over four of the same category anticipated operating in the traffic pattern at any one time.



### Legend

- a. Base leg and crosswind.
- b. Final and departure. (Measure from end of runway)
- c. Downwind buffer area.
- d. Base leg and crosswind buffer area.
- e. Final and departure buffer area.

Attachment D





(4) The Board of Adjustment shall consist of five members, each to be appointed for a term of three years by the Board of County Commissioners, and to be removable by the appointing authority for cause, upon written charges and due notice and after public hearing.

(5) The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision, or determination of the administrative agency, or to decide in favor of the applicant on any matter upon which it is required to pass under the airport zoning regulations, or to effect any variation in such regulations.

(6) The Board shall adopt rules in accordance with the provisions of the ordinance or resolution by which it was created. Meetings of the board shall be held at the call of the chairman and at such other times as the board may determine. The chairman, or in his absence the acting chairman, may administer oaths and compel the attendance of witnesses. All hearings of the said Board shall be public. The Board shall keep minutes of its proceedings, showing the vote of each member upon each question, or, if absent or failing to vote, indicating such facts, and shall keep records of its examinations and other official actions, all of which shall be immediately filed in the office of the board and shall be a public record.

SECTION 14. APPEALS

ORD. 2 pg. 119

BGGK 807 PAGE

SANTA ROSA COUNTY, F.

(1) Any person aggrieved, or taxpayer affected, by any decision of an administrative agency made in its administration of airport zoning regulations adopted under this chapter, or any governing body of a political subdivision, which is of the opinion that a decision of such an administrative agency is an improper application of airport zoning regulations of concern to such governing body or board, may appeal to the Board of Adjustment authorized to hear and decide appeals from the decisions of such administrative agency.

(2) All appeals taken under this section must be taken within 14 days by filing with the agency from which appeal is taken and with the Board, a notice of appeal specifying the grounds thereof. The agency from which the appeal is taken shall forthwith transmit to the Board all the papers constituting the record upon which the action appealed from was taken, or properly certified copies thereof in lieu of originals, as the agency involved may elect.

(3) An appeal shall stay all proceedings in furtherance of the action appealed from, unless the agency from which the appeal is taken, certifies to the Board, after the notice of appeal has been filed with it, that by reasons of the facts stated in the certificate a stay would, in its opinion, cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by an order of the Board on notice to the agency from which the appeal is taken and on due cause shown.

(4) The Board shall fix a reasonable time for the hearing of appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agency or by attorney.

SECTION 15. SPECIAL EXCEPTION - PRIVATE AIRPORTS AND HELICOPTER LANDING SITES

The Board may grant a special exception for a private airport or helicopter landing site if it finds the following:

- (1) That the applicant has obtained all necessary permits from state and federal agencies for the operation of the facility;
- (2) That the proposed use is consistent with the highest order of safety;
- (3) That the operation of the facility is compatible with surrounding land uses;



(4) That the proposed use will not adversely affect the public interest.

The Board may prescribe appropriate conditions and safeguards to effectuate the purposes of this ordinance.

**SECTION 16. VARIANCES**

(1) Any person desiring to erect any structure, or increase the height of any structure, or permit the growth of any tree, or otherwise use his property in violation of the regulations set forth herein may apply to the Board of Adjustment for a variance from the airport zoning regulations in question.

(2) Any person desiring to erect, alter or modify any structure, the result of which would exceed the federal obstruction standards as contained in 14 C.F.R. Sec. 77 specifically 14 C.F.R. Sections 77.21 (scope), 71.23 (standards), 77.25 (civil airports), 77.28 (military airports), 77.29 (helicopters), FAA Handbook 7400.2C (Procedures for Handling Airspace Matters), and FAA circular 1500/5300-4B (zoning and grants) may apply to the Board of Adjustment for a variance from the regulations in question.

(3) Such variances shall be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of regulations and this chapter. Provided, that any variance may be allowed subject to any reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of this ordinance.

**SECTION 17. JUDICIAL REVIEW**

ORD. 2 p. 120

BCG: 807 PAGE 60

SANTA ROSA COUNTY, FLA.

Any person aggrieved, or taxpayer affected, by any decision of the Board of Adjustment or the Board of County Commissioners with regard to any action taken pursuant to this ordinance may seek judicial review in circuit court pursuant to the laws of the State of Florida.

**SECTION 18. ADMINISTRATION AND ENFORCEMENT.**

It shall be the duty of the Building Inspector or his duly appointed designee to implement and enforce the regulations prescribed herein within the territorial limits over which Santa Rosa County has jurisdiction. In the event that the Building Inspector finds any violation of the regulations contained herein, the Building Inspector shall give written notice to the person responsible for such violation. The Building Inspector shall order the discontinuance of any work being done or take such action which is necessary to correct violations and obtain compliance with the article.

**SECTION 19. REMEDIES**

(1) Whether an application is made for a permit or not, the Building Inspection Department may, by appropriate action, compel the owners of the nonconforming structure or tree that has been abandoned or is more than eighty percent torn down, destroyed, deteriorated or decayed, at the owner's expense, to lower, remove, reconstruct, or equip such object as may be necessary to conform to the regulation.

(2) If the owner of the nonconforming structure or tree shall neglect or refuse to comply with such order for ten days after notice thereof, the Planning Board may report the violation to the Board of County Commissioners which may proceed to have the object so lowered, removed, reconstructed or equipped and assess the cost and expense thereof upon the object of land whereon it is or was located.



SECTION 10. DISCLOSURE STATEMENT

No person shall sell, lease, nor offer for sale or lease any property within the airport hazard area unless the prospective buyer or lessee has been given the following notice:

To: \_\_\_\_\_

Ord. 2 p. 117

BGGA 807 PAGE 57

SANTA ROSA COUNTY, FLA.

The property at \_\_\_\_\_ (Address) is located within the airport environs of \_\_\_\_\_ (Airport). Santa Rosa County has determined that this is an area of airport operations. The County has placed certain restrictions on the development and use of property within airport environs zones in addition to the restrictions in the zoning code. Before purchasing or leasing the above property, you should consult the Santa Rosa County Airport Zoning Ordinance to determine the restrictions which have been placed on the subject property.

Certification

As the owner of the subject property, I hereby certify that I have informed \_\_\_\_\_, as a prospective purchaser/lessee, that the subject property is located in an Airport Environs Zone.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_.

Witness \_\_\_\_\_ Owner \_\_\_\_\_

As a prospective purchaser/lessee of the subject property, I hereby certify that I have been informed that the subject property is in an Airport Environs Zone and I have consulted the Santa Rosa County Airport Zoning Ordinance to determine the restrictions which have been placed on the subject property.

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_.

Witness \_\_\_\_\_ Purchaser/Lessee \_\_\_\_\_



SECTION 11. NONCONFORMING USES

SANTA ROSA COUNTY, FLA.

- A. No provision of this ordinance shall require the removal, lowering, or other change or alteration of any structure or tree not conforming to these regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as set forth herein.
- B. No nonconforming structure or tree shall be increased, permitted to grow taller or otherwise become a greater hazard to air navigation than it was when it became nonconforming.
- C. In the event that a nonconforming use or nonconforming structure has been abandoned for a period of one year or is more than eighty percent torn down, destroyed, deteriorated, or decayed, the structure or use shall not be resumed, repaired or reconstructed except in conformance with all applicable regulations.
- D. Within zones A, B1 and C1 for OLF Holley, single family dwellings, up to a density of four units per acre, may be placed or constructed on any existing or future lot despite the fact that it does not conform with the minimum lot requirements set forth in paragraphs (2), (16) and (24) of Table 2.

SECTION 12. PERMITS

- (1) No new structure or use may be constructed or established or any existing use or structure substantially changed or altered or repaired within the airport hazard area unless a permit has been granted by the Building Inspection Department. Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination as to whether the resulting use, structure or growth would conform to the regulations herein prescribed. If the determination is affirmative, the permit shall be granted. No permit shall be granted that would allow the creation of an airport hazard.
- (2) No nonconforming structure or tree may be replaced, substantially altered, or repaired, rebuilt, allowed to grow higher, or replanted within the airport hazard area unless a permit has been granted by the Building Inspection Department. No permit shall be granted that would permit a nonconforming structure or tree or nonconforming use to be made or become higher or become a greater hazard to air navigation than it was when the applicable regulation was adopted or when the application for a permit is made.
- (3) Whenever the Building Inspection Department determines that a nonconforming use or nonconforming structure or tree has been abandoned for more than one year or is more than eighty percent torn down, destroyed or deteriorated, or decayed, no permit shall be granted that would allow said structure or tree to exceed the applicable height limit or otherwise deviate from applicable regulations.
- (4) Except as provided herein, applications for permits shall be granted, provided the matter applied for meets the provisions of this chapter and the regulations adopted and in force hereunder.

SECTION 13. BOARD OF ADJUSTMENT

With respect to this ordinance, the Board of Adjustment shall have the following powers:

- (1) To hear and decide appeals from any order, requirement, decision or determination made by the Building Inspection Department in the enforcement of these regulations;
- (2) To hear and decide special exceptions;
- (3) To hear and decide variances;

TABLE 2 (Continued)

(20) Development is subject to the condition that meeting places, auditoriums and the like for a gathering of more than 50 people are not built as part of this land use operation.

(21) Compatible development is conditioned on residential unit design and construction providing for an NLR of 35 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.

(22) Compatible development is conditioned on design and construction providing for an NLR of 30 dBA in the club house.

(23) Compatible development is conditioned on design construction providing for an NLR of 35 dBA in permanent residential units and 30 dBA in other permanent structures.

(24) Development is subject to the condition that maximum density not exceed 1 dwelling unit per five acres.

OKD. 2 pg. 115

BDOA 807 PAGE 55

SANTA ROSA COUNTY, FLA.

SECTION 7. USES INTERFERING WITH AIRCRAFT

SANTA ROSA COUNTY, FLA.

It is unlawful to establish, maintain or continue any use within the airport hazard area in such a manner as to interfere with the operations of aircraft. The following requirements shall apply to all lawfully established uses within the airport hazard area:

(1) All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from an airport or in a vicinity thereof as determined by the airport operator.

(2) No operations of any type shall produce smoke, glare or other visual hazards within three (3) statute miles of any usable runway or a designated airport.

(3) No operations of any type shall produce electronic interference with navigation signals or radio communication between the airport and the aircraft.

(4) No use of land shall be permitted which encourages large concentrations of birds or waterfowl within the vicinity of an airport.

(a) Sanitary landfills will be considered as an incompatible use if located within areas established for the airport through the application of the following criteria;

- (1) Landfills located within 10,000 feet of any runway used or planned to be used by turbojet or turboprop aircraft.
- (2) Landfills located within 5,000 feet of any runway used only by piston type aircraft.
- (3) Landfills outside the above perimeters but within the conical surfaces described by FAR Part 77 and applied to an airport will be reviewed on a case-by-case basis.
- (4) Any landfill located that places the runways and/or approach and departure patterns of an airport between bird feeding, water or roosting areas.

SECTION 8. LIGHTING

Notwithstanding the provisions of any other section or ordinance, the owner of any structure over 200 feet above ground level shall install lighting in accordance with Federal Aviation Advisory Circular 70-7460-1 Series and Amendments thereto on that structure. In addition, the owner shall construct high intensity white obstruction lights on a high structure which exceeds 749 feet above mean sea level.

SECTION 9. HAZARD MARKING AND LIGHTING

In granting any permit or variance under this ordinance, the Building Inspection Department or the Board of Adjustment may, if it deems such action advisable to effectuate the purposes of this ordinance and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit Santa Rosa County or the United States Government, at its own expense, to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.



Command: NAS Whiting Field

**Data Call Number Twenty**

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

**MAJOR CLAIMANT LEVEL**

T. L. McCLELLAND  
NAME

*T L McClelland*  
Signature

Acting  
Title

13 May 94  
Date

CNET  
Activity

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

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

J. B. GREELE Jr  
NAME

*J B Greene Jr*  
Signature

ACTING  
Title

6/8/94  
Date

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN  
NAME (Please type or print)  
Chief of Naval Air Training  
Title  
Naval Air Training Command  
Activity

WB Hayden  
Signature  
9 MAY 94  
Date

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

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

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

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
JOINT 20 (MILITARY VALUE) INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the 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.

**ACTIVITY COMMANDER**

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

R. O. Abshier  
NAME

R. O. Abshier  
Signature

Commander  
Title

3 MAR 94  
Date *RAT*

Training Air Wing FIVE  
Activity

Enclosure (4)

**CERTIFICATION OF BRAC 95 TRAINING AIR STATION**  
**JOINT 20 (MILITARY VALUE) INFORMATION**

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the 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.

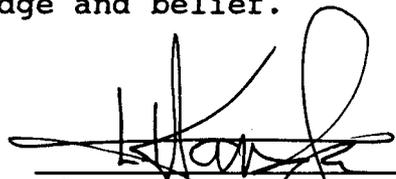
**ACTIVITY COMMANDER**

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

L. K. Tande  
NAME

Commanding Officer  
Title

NAS Whiting Field  
Activity

  
\_\_\_\_\_  
Signature  
5/3/94  
\_\_\_\_\_  
Date

Enclosure (4)

Command: NAS Whiting Field

**Data Call Number Twenty Revisions**  
**(Answers to BSAT questions and revised pages 9, 38a-38v, 40a-40d,**  
**54a, 54b, 56a-56f, 60a, 60b, 62a-62n, 66a, 66b, 70a, 70b, 72a-72l)**

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

**MAJOR CLAIMANT LEVEL**

P. E. TOBIN  
NAME

PE Tobin  
Signature

Acting  
Title

23 AUG 1994  
Date

CNET  
Activity

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

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

W. A. EARNER  
NAME

W. A. Earner  
Signature

\_\_\_\_\_  
Title

8/27/94  
Date

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

NEXT ECHELON LEVEL (if applicable)

W.B. HAYDEN, RADM, USN  
NAME (Please type or print)  
Chief of Naval Air Training  
Title  
Naval Air Training Command  
Activity

W.B. Hayden  
Signature  
9 AUG 94  
Date

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

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

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

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

BRAC-95 DATA CALL 20  
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/11/94, PAGES 38a-38v, 40a-40d, ~~45a-45d~~, 54a, 54b,  
56a-56f, 60a, 60b, 62a-62n, 66a, 66b, 70a, 70b, 73a-73l

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

NEXT ECHELON LEVEL (if applicable)

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

Chief of Naval Air Training  
Title

Naval Air Training Command  
Activity

WB Hayden  
Signature  
9 AUG 94  
Date

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

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

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

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

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

NAVAL AIR STATION WHITING FIELD  
CERTIFICATION OF BRAC 95  
DATA CALL NUMBER TWENTY CHANGE TWO  
INFORMATION

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**ACTIVITY COMMANDER**

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

R. O. Abshier  
 NAME

R. O. Abshier  
 Signature

Commander  
 Title

4 Aug 94  
 Date

Training Air Wing FIVE  
 Activity

Enclosure (5)

**NAVAL AIR STATION WHITING FIELD**  
**CERTIFICATION OF BRAC 95**  
**DATA CALL NUMBER TWENTY CHANGE ONE**  
**INFORMATION**

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**ACTIVITY COMMANDER**

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

R. O. Abshier  
 NAME

*R.O. Abshier*  
 Signature

Commander  
 Title

12 Jul 94  
 Date

Training Air Wing FIVE  
 Activity

Enclosure (4)

**CERTIFICATION OF BRAC 95 TRAINING AIR STATION**  
**JOINT 20, (MILITARY VALUE) CHANGE TWO INFORMATION**

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**ACTIVITY COMMANDER**

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

L. K. Tande  
NAME

Commanding Officer  
Title

NAS Whiting Field  
Activity

  
Signature  
8/4/94  
Date

Enclosure (5)

NAVAL AIR STATION WHITING FIELD  
CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
DATA CALL NUMBER TWENTY CHANGE ONE  
INFORMATION

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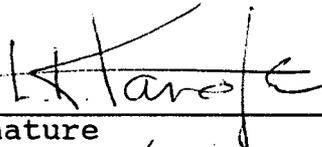
**ACTIVITY COMMANDER**

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

L. K. Tande  
NAME

Commanding Officer  
Title

NAS Whiting Field  
Activity

  
Signature

7/12/94  
Date

Answers to BSAT Joint training  
questions of 3 August 1994

Q1: Three VR routes (VR 1082, VR 1084, VR 1085) are located within 30 NM of NAS Whiting Field. All three routes are operated between 100 feet AGL and 1500 feet AGL depending on location of checkpoint.

CHANGE WILL BE SUBMITTED TO ADD THESE TO DATA CALLS.

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

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

Q2: NOLF Spencer

Maximum of 15 aircraft operating at NOLF

Left: 6 aircraft in pattern, 2 aircraft in low work

Right: 5 aircraft in pattern, 2 aircraft in low work

- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Pace

Left: 4 aircraft in pattern

Right: 4 aircraft in pattern

NOLF Site 8

Maximum of 12 aircraft at NOLF

Left: 6 aircraft in pattern

Right: 6 aircraft in pattern

- (When tactical work is conducted, only 3 aircraft allowed in that pattern)

- (Formation flights count as one aircraft for side but as individual aircraft in determining number at site)

- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Santa Rosa

Maximum of 11 aircraft at NOLF

Normal Pattern: 7 aircraft

Autorotations: 4 aircraft

- (Formation flights count as one aircraft for autorotation side but as individual aircraft in determining number at site)

NOLF Harold

Currently utilize NOLF at a maximum of 07 aircraft. FAA approval allows 14 aircraft at NOLF

Normal Pattern: 5 aircraft

Confined landings: 2 aircraft

- (Formation flights count as one aircraft for autorotation side but as individual aircraft for number at site)

Enclosure (1)

*Note: DC 20  
will be  
revised to  
include  
these  
routes.  
Change  
to follow  
Sgt (NOLF)  
CWET  
N4434  
8/17/94*

CLOSE HOLD

UIC 60508

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

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

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

Q3: South Whiting

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

North Whiting

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

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

Yes.

239

Command: NAS Whiting Field

Data Call Number Twenty Revisions  
(Pages i, ii, iii, iv, 62o-62t, 141-146, and 150)

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

**MAJOR CLAIMANT LEVEL**

T. W. WRIGHT  
NAME

*T. W. Wright*  
Signature

CNET  
Title

9-23-94  
Date

CNET  
Activity

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

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

W. A. EARNER  
NAME

*W. Earner*  
Signature

Title

10/5/94  
Date



NAVAL AIR STATION WHITING FIELD  
CERTIFICATION OF BRAC 95  
DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE FOUR  
INFORMATION

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**ACTIVITY COMMANDER**

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

R. O. Abshier  
NAME

*R. O. Abshier*  
Signature

Commander  
Title

8 SEP 94  
Date

Training Air Wing FIVE  
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
JOINT 20 (MILITARY VALUE), CHANGE FOUR INFORMATION

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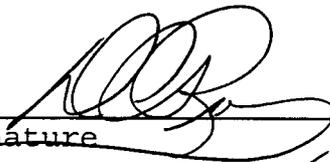
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**ACTIVITY COMMANDER**

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

D. C. Ray  
NAME

  
Signature

Commanding Officer, Acting  
Title

08 SEP '94  
Date

NAS Whiting Field  
Activity

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

NEXT ECHELON LEVEL (If applicable)

W. B. HAYDEN, RADM, USN  
NAME (Please type or print)  
Chief of Naval Air Training  
Title  
Naval Air Training Command  
Activity

WB Hayden  
Signature  
12 SEP 94  
Date

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

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

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

W. A. EARNER

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

W Earner  
Signature  
10/5/94  
Date

**NAVAL AIR STATION WHITING FIELD**  
**CERTIFICATION OF BRAC 95**  
**DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE THREE**  
**INFORMATION**

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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**ACTIVITY COMMANDER**

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

R. O. Abshier  
NAME

*R. O. Abshier*  
Signature

Commander  
Title

1 SEP 94  
Date

Training Air Wing FIVE  
Activity

Enclosure (4)

**CERTIFICATION OF BRAC 95 TRAINING AIR STATION**  
**JOINT 20 (MILITARY VALUE), CHANGE THREE INFORMATION**

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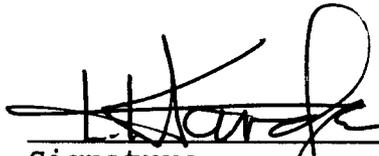
**ACTIVITY COMMANDER**

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

L. K. Tande  
NAME

Commanding Officer  
Title

NAS Whiting Field  
Activity

  
Signature

9/1/94  
Date

Command: NAS Whiting Field

Data Call Number Twenty Revision  
(Page 162)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT  
NAME

*T. W. Wright*  
Signature

CNET  
Title

20 Oct 94  
Date

CNET  
Activity

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

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)  
W. A. EARNER <sup>37</sup>

NAME

*W. A. Earner*  
Signature

Title

10/27/94  
Date

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN  
NAME (Please type or print)  
CHIEF OF NAVAL AIR TRAINING  
Title  
NAVAL AIR TRAINING COMMAND  
Activity

WB Hayden  
Signature  
14 Oct 94  
Date

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

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

NAVAL AIR STATION WHITING FIELD  
CERTIFICATION OF BRAC 95  
DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE SIX  
INFORMATION

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**ACTIVITY COMMANDER**

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

R. O. Abshier  
NAME

R. O. Abshier  
Signature

Commander  
Title

12 OCT 94  
Date

Training Air Wing FIVE  
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
JOINT 20 (MILITARY VALUE), CHANGE SIX INFORMATION

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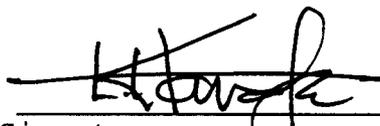
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**ACTIVITY COMMANDER**

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

L. K. Tande  
NAME

  
Signature

Commanding Officer  
Title

10/12/94  
Date

NAS Whiting Field  
Activity

229

Command: NAS Whiting Field

Data Call Number Twenty Revision  
(Page 40a)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN  
NAME

PE T  
Signature

Acting  
Title

10/4/94  
Date

CNET  
Activity

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

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

P. W. DRENNON  
NAME

[Signature]  
Signature

ACTING  
Title

12 OCT 1994  
Date

BRAC 95 DATA CALL 20  
NAS WHITING FIELD UIC 60508

CANTRA REVISIONS OF 9/27/94, PAGE 40

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN  
NAME (Please type or print)  
CHIEF OF NAVAL AIR TRAINING (ACTING)  
Title  
NAVAL AIR TRAINING COMMAND  
Activity

*P.R. Statskey*  
Signature  
29 SEPT  
Date

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

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

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

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

R

Command: NAS Whiting Field

**Data Call Number Twenty Revisions**  
**(Pages 96, 110, 141, 142, 150, 166, 192, 198, 204, 205, and 215)**

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

**MAJOR CLAIMANT LEVEL**

P. E. TOBIN  
NAME

PE Tobin  
Signature

Acting  
Title

10/28/94  
Date

CNET  
Activity

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

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

W. A. EARNER  
NAME

W A Earner  
Signature

\_\_\_\_\_  
Title

11/3/94  
Date

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN  
NAME (Please type or print)  
CHIEF OF NAVAL AIR TRAINING (ACTING)  
Title  
NAVAL AIR TRAINING COMMAND  
Activity

P.R. Statskey  
Signature  
25 OCT 94  
Date

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

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title  
\_\_\_\_\_  
Activity

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

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

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

\_\_\_\_\_  
NAME (Please type or print)  
\_\_\_\_\_  
Title

\_\_\_\_\_  
Signature  
\_\_\_\_\_  
Date

**NAVAL AIR STATION WHITING FIELD**  
**CERTIFICATION OF BRAC 95**  
**DATA CALL NUMBER TWENTY (MILITARY VALUE), CHANGE FIVE**  
**INFORMATION**

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**ACTIVITY COMMANDER**

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

R. O. Abshier  
NAME

B. O. Abshier  
Signature

Commander  
Title

23 Sep 94  
Date

Training Air Wing FIVE  
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION  
JOINT 20 (MILITARY VALUE), CHANGE FIVE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

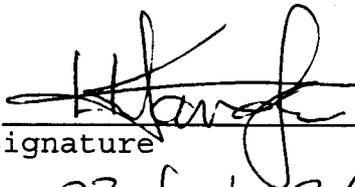
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC 95 process must certify that information. Add as many individual certifications as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the 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.

**ACTIVITY COMMANDER**

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

L. K. Tande  
NAME

  
Signature

Commanding Officer  
Title

23 Sept 94  
Date

NAS Whiting Field  
Activity