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DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	MCAS Cherry Point, NC
UIC:	M00146
Host Activity Name (if response is for a tenant activity):	HQMC
Host Activity UIC:	M00027

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. **Base Operating Support (BOS) Cost Data.** Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. **Table 1A - Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add

additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: MCAS Cherry Point, NC		**UIC: M00146**	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	8,405	8,516	16,921
1b. Minor Construction	1,165	0	1,165
1c. Sub-total 1a. and 1b.	9,570	8,516	18,086
2. Other Base Operating Support Costs:			
2a. Utilities	5,995	1,655	7,650
2b. Transportation	10	2,675	2,685
2c. Environmental	1,722	1,210	2,932
2d. Facility Leases	0	0	0
2e. Morale, Welfare & Recreation	422	1,509	1,931
2f. Bachelor Quarters	8	361	369
2g. Child Care Centers	520	600	1,120
2h. Family Service Centers	448	178	626
2i. Administration	77	11,104	11,181
2j. Other (Specify) Which include the following	3,947	50,317	54,264
Communications			
ADP			
Airfield Operations			
Fire/Police Protection			

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Chaplain			
Supply			
Training/Travel			
Messhall			
Miscellaneous Public Works			
FECA			
2k. Sub-total 2a. through 2j:	13,149	69,609	82,758
3. Grand Total (sum of 1c. and 2k.):	22,719	78,125	100,844

NOTES:
- All costs shown are Operational and Maintenance, Marine Corps only.

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b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
N/A	

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

NOTE: N/A. MCAS Cherry Point is not a DBOF funded activity.

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Table 1B - Base Operating Support Costs (DBOF Overhead) N/A			
Activity Name: SEE NOTE ABOVE		UIC:	
Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

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2. **Services/Supplies Cost Data.** The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: MCAS Cherry Point, NC	**UIC: M00146**
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	221
Material and Supplies (including equipment):	795
Industrial Fund Purchases (other DBOF purchases):	3,763
Transportation:	0
Other Purchases (Contract support, etc.):	17,939
Total:	22,718

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3. Contractor Workyears.

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be **performed "on base"** in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: MCAS Cherry Point, NC	**UIC: M00146**
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	250
Facilities Support:	516
Mission Support:	345
Procurement:	31
Other:*	162
Total Workyears:	1,304

*** Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category. **Vendors employed by MWR**

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

183

2) Estimated number of workyears which would be eliminated:

1,121

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

Zero

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above)**:

N/A

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)

BRAC-95 CERTIFICATION

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

DATA CALL: 66

ACTIVITY: MCAS CHERRY POINT

PAGE (S): ALL

BSWG REVIEW OFFICIAL

W. J. WALLENHORST
Hd Budget Branch
Fiscal Division

NAME (please type or print)

Signature

Title

31 OCT 1994

Date

MCAS CHERRY PT

DATA CALL 66

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

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

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

J.A. BRABHAM
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS

NAME (Please type or print

Signature

Title

10/21/94

Date

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Activity Identification: Please complete the following table, identifying the activity for which this response is being submitted.

Activity Name:	MCAS Cherry Point, North Carolina
UIC:	M00146
Major Claimant:	HQMC

General Instructions/Background:

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates.
Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

Due to the varied nature of potential sources which could be used to respond to the questions contained in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DoD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DoD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source. Records must be retained

by the certifying official to clearly document the source of any non-DoD information submitted for this data call.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

General Instructions/Background (Continued):

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

Note 1: Throughout this data call, the term **"activity"** is used to refer to the DON installation that is the addressee for the data call.

Note 2: Periodically throughout this data call, questions will include the statement that the response should refer to the **"area defined in response to question 1.b., (page 3)"**. Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, **the scope of the "area defined" may be limited to the sum of:**

- **those counties that contain government (DoD) housing units (as identified in 1.b.2)), and,**
- **those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.**

Note 3: Responses to questions referring to **"civilians"** in this data call should reflect **federal civil service appropriated fund employees.**

1. Work force Data

a. Average Federal Civilian Salary Rate. Provide the projected FY 1996 average gross annual appropriated fund **civil service** salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash personnel benefits such as employer retirement contributions, payments to former employees, etc.

Average Appropriated Fund Civilian Salary Rate:	$32,428

Source of Data (1.a. Salary Rate): Manage to Payroll data files. Inflation factors provided by HQMC.

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b. Location of Residence. Complete the following table to identify where employees live. Data should reflect current work force.

1) Residency Table. Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other".

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
Craven	NC	8,555	1,435	79.3	6.44	15
Carteret	NC	955	793	13.8	12.4	20
Onslow	NC	180	218	3.1	45.0	65
Pamlico	NC	6	215	1.7	40.0	55
Other	NC	32	224	2.1	--	--

NOTE: Civilian personnel employee numbers indicated "total" civil service working on the air station less NADEP and Naval Hospital. Numbers include station employees, DLA, NIS, DECCA, DRMA, etc. All other tables reflect only air station employee.

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain government (DoD) housing units (as identified below), and, b) those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

2) Location of Government (DoD) Housing. If some employees of the base live in government housing, identify the county(s) where government housing is located:

Source of Data (1.b. 1) & 2) Residence Data): 1994 Economic Impact Booklet and the NCPDS (Naval Civilian Personnel Data System)

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

c. Nearest Metropolitan Area(s). Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

City	County	Distance from base (miles)
Raleigh	Wake	125

Source of Data (1.c. Metro Areas): NC State Tourism Guide

d. Age of Civilian Work force. Complete the following table, identifying the age of the activity's <u>civil service</u> workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	3	.25
20 - 24 Years	5	.42
25 - 34 Years	161	13.67
35 - 44 Years	405	34.38
45 - 54 Years	418	35.48
55 - 64 Years	179	15.20
65 or Older	7	.60
TOTAL	1,178	100 %

Source of Data (1.d.) Age Data): Defense Civilian Personnel Data System

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

e. Education Level of Civilian Workforce

1) Education Level Table. Complete the following table, identifying the education level of the activity's **civil service** workforce.

Last School Year Completed	Number of Employees	Percentage of Employees
UNKNOWN	2	.17
8th Grade or less	10	.85
9th through 11th Grade	75	6.37
12th Grade or High School Equivalency	673	57.13
1-3 Years of College	221	18.76
4 Years of College (Bachelors Degree)	152	12.90
5 or More Years of College (Graduate Work)	45	3.82
TOTAL	1178	100 %

2) Degrees Achieved. Complete the following table for the activity's **civil service** workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	36
Associate Degree	64
Bachelor Degree	158
Masters Degree	27

Doctorate	2

Source of Data (1.e.1) and 2) Education Level Data): Defense Civilian Personnel Data System

f. Civilian Employment By Industry. Complete the following table to identify by "industry" the type of work performed by **civil service** employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Industry	SIC Codes	No. of Civilians	% of Civilians
1. Agriculture, Forestry & Fishing	01-09	4	.33
2. Construction (includes facility maintenance and repair)	15-17	2	.16
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34		
3b. Aircraft (includes engines and missiles)	3721 et al	4	.34
3c. Ships	3731		

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Industry	SIC Codes	No. of Civilians	% of Civilians
3d. Other Transportation (includes ground vehicles)	various		
3e. Other Manufacturing not included in 3a. through 3d.	various		
Sub-Total 3a. through 3e.	20-39	4	.34
4. Transportation/Communications/Utilities	40-49		
4a. Railroad Transportation	40		
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	136	11.52
4c. Water Transportation (includes organizational level maintenance)	44		
4d. Air Transportation (includes organizational level maintenance)	45	27	2.29
4e. Other Transportation Services (includes organizational level maintenance)	47		
4f. Communications	48	25	2.11
4g. Utilities	49		
Sub-Total 4a. through 4g.	40-49	188	15.92
5. Services	70-89		
5a. Lodging Services	70		
5b. Personal Services (includes laundry and funeral services)	72	1	.08

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Industry	SIC Codes	No. of Civilians	% of Civilians
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	594	50.03
5d. Automotive Repair and Services	75	27	2.29
5e. Other Misc. Repair Services	76	68	5.76
5f. Motion Pictures	78	1	.08
5g. Amusement and Recreation Services	79	5	.42
5h. Health Services	80		
5i. Legal Services	81	4	.33
5j. Educational Services	82		
5k. Social Services	83	10	.84
5l. Museums	84	1	.08
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	131	11.10
5n. Other Misc. Services	89	80	6.75
Sub-Total 5a. through 5n.:	70-89	922	77.76
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91		
6b. Justice, Public Order & Safety (includes police, fire fighting and emergency management)	92	45	3.82
6c. Public Finance	93		
6d. Environmental Quality and Housing Programs	95	13	1.10

Industry	SIC Codes	No. of Civilians	% of Civilians
Sub-Total 6a. through 6d.		58	4.92
TOTAL		1178	100 %

Source of Data (1.f.) Classification By Industry Data): Defense Civilian Personnel Data System

g. Civilian Employment by Occupation. Complete the following table to identify the types of "occupations" performed by **civil service** employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Occupation	**Number of Civilian Employees**	**Percent of Civilian Employees**
1. Executive, Administrative and Management	293	24.79
2. Professional Specialty		
2a. Engineers	31	2.62
2b. Architects and Surveyors	3	.25
2c. Computer, Mathematical & Operations Research		
2d. Life Scientists		

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
2e. Physical Scientists	3	.25
2f. Lawyers and Judges		
2g. Social Scientists & Urban Planners	4	.33
2h. Social & Recreation Workers	13	1.09
2i. Religious Workers		
2j. Teachers, Librarians & Counselors		
2k. Health Diagnosing Practitioners (Doctors)		
2l. Health Assessment & Treating(Nurses, Therapists, Pharmacists, Nutritionists, etc.)		
2m. Communications		
2n. Visual Arts		
Sub-Total 2a. through 2n.:	54	4.54
3. Technicians and Related Support		
3a. Health Technologists and Technicians		
3b. Other Technologists	95	8.05
Sub-Total 3a. and 3b.:	95	8.05
4. Administrative Support & Clerical	257	21.57
5. Services		
5a. Protective Services (includes guards, fire fighters, police)	41	3.48
5b. Food Preparation & Service		
5c. Dental/Medical Assistants/Aides		

Occupation	Number of Civilian Employees	Percent of Civilian Employees
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)		
Sub-Total 5a. through 5d.	41	3.48
6. Agricultural, Forestry & Fishing	3	.25
7. Mechanics, Installers and Repairers	222	18.81
8. Construction Trades	133	11.27
9. Production Occupations	22	1.85
10. Transportation & Material Moving	40	3.38
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	18	1.69
TOTAL	1178	100 %

Source of Data (1.g.) Classification By Occupation Data):

Description of Occupational Categories used in Table 1.g. The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate **appropriated fund civil service jobs** at the activity.

1. **Executive, Administrative and Management.** Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.
2. **Professional Specialty.** Use sub-headings provided.

3. **Technicians and Related Support.** Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.
4. **Administrative Support & Clerical.** Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.
5. **Services.** Use sub-headings provided.
6. **Agricultural, Forestry & Fishing.** Self explanatory.
7. **Mechanics, Installers and Repairers.**Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.
8. **Construction Trades.** Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipe fitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tile setters.
9. **Production Occupations.** Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.
10. **Transportation & Material Moving.** Bus drivers; material moving equipment operators; rail transportation occupations; truck drivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere). Entry level jobs not requiring significant training.

h. Employment of Military Spouses. Complete the following table to provide estimated information concerning **military spouses** who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married:	61%
2. Percentage of Military Spouses Who Work Outside of the Home:	UNKNOWN*
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d. should equal 100% and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund:	UNKNOWN*
3b. Employed "On-Base" - Non-Appropriated Fund:	UNKNOWN*

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3c. Employed "Off-Base" - Federal Employment:	UNKNOWN*
3d. Employed "Off-Base" - Other Than Federal Employment	UNKNOWN*

* The command does not maintain records or otherwise track this data.

Source of Data (1.h.) Spouse Employment Data): Manpower File, Camp Lejeune, NC

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2. Infrastructure Data. For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

A - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.

B - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.

C - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

Table 2.a., "Local Communities": This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

Table 2.b., "Economic Region": This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

For both tables, annotate with an asterisk (*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.

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a. Table A: Ability of the local community to meet the expanded needs of the base.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing (4)	A	B	B
Schools - Public (5)	A*	B*	C*
Schools - Private (5)	A	B	C
Public Transportation - Roadways (6)	A*	A*	B*
Public Transportation - Buses/Subways	n/a	n/a	n/a
Public Transportation - Rail	n/a	n/a	n/a
Fire Protection (8)	A	B	C
Police (8)	B	C	C
Health Care Facilities	n/a	n/a	n/a
Utilities:			
Water Supply (7)	A	B	B
Water Distribution (7)	A	A	B
Energy Supply (1)	A	A	A
Energy Distribution (1)	A	A	A
Wastewater Collection (3)	A	A	B
Wastewater Treatment (2)	A*	B*	C*
Storm Water Collection	n/a	n/a	n/a
Solid Waste Collection and Disposal (7)	A	A	A
Hazardous/Toxic Waste Disposal (9)	A*	A*	A*
Recreational Activities (7)	A	B	B

Remember to mark with an asterisk any categories which are wholly supported on-base.

NOTE: Numbers in parenthesis reflect the specific data source cited below.

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2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

n/a indicates not available in the local area.

Schools (Public) -- Since local schools are currently at or near capacity, officials are progressing toward construction of additional facilities. A doubling of the existing school-age population, however, would necessitate construction of an additional high school and possibly elementary school.

Schools (Private) -- The local private school accommodates grades K4 - 8. A doubling of the existing enrollment would necessitate additional classroom space, plus additional personnel.

Fire Protection -- Local fire fighting capabilities are largely served by volunteers, so no investment would be required to satisfy manpower needs. Additional equipment would be required, such as trucks and facilities, as new hydrants and water lines are laid to accommodate new development.

Police -- Population increases of 50 to 100 percent would require additional personnel and attendant equipment to support traffic control, emergency response, crime prevention, etc.

Wastewater Treatment -- The City of Havelock wastewater treatment plant is located on a small tract of land and discharges into a creek with little excess assimilative capacity. Expanded treatment capability would require expansion of the physical plant (on an already small parcel) and relocating the discharge to the Neuse River (at an estimated $5 million cost). Additionally, environmental documentation and permitting would be time-consuming, expensive and politically controversial.

Source of Data (2.a. 1) & 2) - Local Community Table): (1) David Hester, Area Manager, Carolina Power & Light Company, (919) 240-8300 (2) Susan Rexrode, Wastewater Treatment Plant Superintendent, City of Havelock, (919) 444-6421; (3) Al Hartman, Water Supervisor, City of Havelock, (919) 444-6415; (4) Rick Shultz, Chief Building Inspector, City of Havelock, (919) 444-6412; (5) Tyler Harris, Community Planner, MCAS Cherry Point Community Plans and Liaison Office, (919) 466-4196; (6) Aaron Everette, District Engineer, District 2, Division 2, NC DOT, (919) 514-4716; (7) Bob Collins, Public Works Director, City of Havelock, (919) 444-6409; (8) Capt Kevin McKenzie, Patrol Supervisor, Public Safety Department, City of Havelock; (9) L. Dave Cooke, Waste Minimization, Natural Resources and Environmental Affairs, MCAS Cherry Point, (919) 466-4599

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b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	B	B
Schools - Public	A	B	B
Schools - Private	A	A	B
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	n/a	n/a	n/a
Public Transportation - Rail	n/a	n/a	n/a
Fire Protection	A	A	B
Police	A	A	B
Health Care Facilities	A	A	B
Utilities:			
Water Supply	A	A	B
Water Distribution	A	B	B
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	B	B
Wastewater Treatment	A	B	B
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	B
Hazardous/Toxic Waste Disposal	A*	A*	A*
Recreation Facilities	A	B	B

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

N/A

Source of Data (2.b. 1) & 2) - Regional Table): Harold Blizzard, Craven County Manager, (919) 636-6600; Gary Page, Carteret County Manager, (919) 728-8450; L. Dave Cooke, Waste Minimization, Natural Resources and Environmental Affairs, MCAS Cherry Point, (919) 466-4955;

3. Public Facilities Data:

a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units: 12.1%

Units for Sale: 2.5%

Source of Data (3.a. Off-Base Housing): Taken from table 2-7, pg. 2-10, of the Final Draft dated May 1994 of the Family Housing Market Analysis for MCAS Cherry Point, NC which was prepared by Robert D. Niehaus, Inc.

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b. **Education.**

1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Units? *
		Element-ary	Middle	High	Current	Max. Capacity	Current	Max. Ratio	
Craven County Schools	Craven	14	4	3	13,768	14,054	26:1	29:1	Y
Carteret County Schools	Carteret	8	3	2	8,045	8,300	25:1	**	N**
Onslow County Schools	Onslow	15	7	7	19,682	19,276	***	***	N***
Pamlico County Schools	Pamlico	2	1	1	2,126	2,320	16:1	29:1	N
Annunciation****	Craven	1	na	na	200	275	20:1	26:1	Y****
St. Francis of Assissi****	Onslow	1	na	na	310	400	25:1	30:1	N***

* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.
** 3 of 8 elementary schools have grades K -8. Maximum pupil to teacher ratio is 29:1 in grades K-9 and 30:1 in grades 10-12.
*** School District does serve government housing from this activity as well as from Camp Lejeune, NC. School district pupil to teacher ratio is 29:1 for elementary grades and 32:1 for middle and high schools. On average, classes in Onslow school district are at a maximum teacher to pupil ratio.
**** Private schools. Annunciation K4-8; St. Francis PK-8. Private schools of less than 200 students in any of the four counties are not listed.

Source of Data (3.b.1) Education Table):
Harry Lee, Management & Plans Analyst, MCAS Cherry Point (919) 466-4630;
David Clifton, Finance Director, Craven County Schools (919) 514-6317;
Tabbie Nance, School Community Relations Director, Carteret County Schools (919) 728-4583;
Betty Foster, Personnel Assistant, Onslow County Schools (910) 455-2211;
Jean Abbott, Administrative Officer, Pamlico County Schools (919) 745-4171;
Kathy McGonigle, Annunciation Catholic School Secretary (919) 447-3137;

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2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment.

There are no on-base "Section 6" schools at MCAS Cherry Point.

Source of Data (3.b.2) On-Base Schools): Harry Lee, Management and Plans, MCAS Cherry Point (919) 466-4630.

3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees :

Craven Community College - Craven County
Park College - Craven County
NC Wesleyan College - Craven County
Mount Olive - Craven County
Boston University - Craven & Onslow Counties
Southern Illinois University - Craven & Onslow Counties
Carteret Community College - Carteret County
Coastal Carolina Community College - Onslow County
Webster University - Onslow County
Campbell University - Onslow County
Pamlico Community College - Pamlico County

Source of Data (3.b.3) Colleges): Wanda Thomas, Dean of Havelock Programs, Craven Community College (919) 466-5020.

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

There are in excess of fifty such curriculums. See Attachment (1) for a detailed list.

Source of Data (3.b.4) Vo-tech Training: North Carolina Community College System "Education Guide Chart" 1994-1995.

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c. **Transportation.**

1) Is the activity served by public transportation?

	Yes	No
Bus:		X
Rail:		X
Subway:		X
Ferry:	X	

Source of Data (3.c.1) Transportation): 1993-94 North Carolina State Transportation Map

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station.

Wilson, NC; 80 miles NW of MCAS Cherry Point.

Source of Data (3.c.2) Transportation): Amtrak 1-800-835-8725

3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAir, United, etc.) and the distance from the activity to the airport.

Craven Regional Airport; 18 miles NW of Cherry Point.

Source of Data (3.c.3) Transportation): 1993-94 North Carolina State Transportation Map

4) How many carriers are available at this airport?

Two public commercial carriers: USAir Express and American Eagle.

Source of Data (3.c.4) Transportation): Shirley Weigl, Administrative Secretary, Craven Regional Airport (919) 638-8591

5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

Interstate 40 is located approximately 80 miles to the SW of MCAS Cherry Point.

Source of Data (3.c.5) Transportation): 1993-94 North Carolina State Transportation Map.

6) Access to Base:

a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

There are four gates which provide vehicular access to Cherry Point. The Main Gate, located at the intersection of Fontana (Highway 101) and Roosevelt Boulevards, is open 24 hours a day. The Slocum Road Gate, located off Highway 70 on the west side of Havelock, opened in October 1993. It serves as a back gate with extended hours of operation. Gates at Staff Capehart housing (Gates Road) and Cunningham Boulevard have less extensive hours and are opened to accommodate traffic as needed. The Capehart Gate is opened from 0630 - 0830 and 1400 to 1600 during the academic year to accommodate vehicular traffic to a nearby elementary school. The Cunningham Boulevard Gate off Highway 101 opens for rush hour traffic in the mornings and afternoons.

The capacity of roadway network leading to the Cherry Point gates is adequate. The dispersed location of the gates along Highway 70 and 101 allows rush hour traffic to thin out through Havelock. This, coupled with staggered work hours aboard the base and a recently installed system of coordinated and synchronized traffic lights along Highway 70, has relieved much of the congestion in Havelock which had existed for many years. Aboard the Air Station, there are few traffic congestion areas except the intersection of Slocum Road and Roosevelt Boulevard.

Access roads to the Air Station are generally of good quality. The primary access roads are multi-lane, bituminous asphalt construction maintained by the North Carolina Department of Transportation. A major maintenance project completed in 1993 included lane widening and resurfacing of Highway 70 from Slocum Bridge on the east side of town to the eastern city limits.

b) Do access roads transit residential neighborhoods?

Off-base roads which access the gates do not transit residential neighborhoods as they are both major thoroughfares. Gates and Alexander Roads, which access the Staff Capehart gate, are major collector streets in Staff NCO housing. The access road from this gate travels through 1.5 miles of government housing. This gate's operating hours are very limited (four hours per day except weekends) so there is minimal impact on residents within the housing area. Additionally, bicycle traffic consumes a significant proportion of this gate's usage.

c) Are there any easements that preclude expansion of the access road system?

There are no easements which preclude expansion of the access road system.

d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

The only manmade barriers which inhibit traffic flow are railroad tracks which deliver fuel from off-base sources to an on-base fuel farm. The daily delivery of fuel occurs in off-peak traffic hours (0830) and causes inconsequential traffic back-ups at railroad intersections aboard the Air Station.

Source of Data (3.c.6) Transportation): MCAS Cherry Point "Traffic Engineering Study", October 1987;
Mr. Dave Miller, Traffic Engineer, Cherry Point Facilities Engineer, (919) 466-4716;
Capt Ted Parks, Operations Officer, MCAS Cherry Point Security Department, (919) 466-2750;
Capt Kevin McKenzie, Patrol Supervisor, City of Havelock Public Safety Department,

d. **Fire Protection/Hazardous Materials Incidents.** Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? Explain the nature of the agreement and identify the provider of the service.

Mutual aid for fire protection/hazardous materials incidents from the following fire departments: Havelock, Morehead City, Newport, New Bern, Atlantic, Cape Carteret, Broad/Gales Creek, Pollocksville, Arapahoe, the county of Carteret and the Department of Agriculture.

Source of Data (3.d. Fire/Hazmat): Written agreements cited by Chief Moore, MCAS Fire Department (919) 466-2241.

e. **Police Protection.**

1) What is the level of legislative jurisdiction held by the installation?
Exclusive and proprietary jurisdiction

2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.

The installation exercises exclusive jurisdiction for all areas encompassed by MCAS, Cherry Point, to include Hancock Housing. The following areas fall under proprietary jurisdiction: Slocum Housing, Fort Macon Housing, Military Park and a dumping area off Hwy 101 near the approach end of runway 32.

3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?
No

4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.
N/A

5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.
N/A

Source of Data (3.e. 1) - 5) - Police): Major B. Shoemaker, MCAS Cherry Point PMO

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f. **Utilities.**

1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

Refuse:
Cherry Point provided by Craven County.

Electrical Service:
Cherry Point provided by Carolina Power and Light.
Oak Grove provided by Jones/Onslow EMC.
Bogue Field provided by Carteret/Craven EMC.
Atlantic Field provided by Carolina Power and Light.
BT-11 provided by Carolina Power and Light.
Slocum Village provided by Carolina Power and Light.
Hancock Village provided by Carolina Power and Light.
Fort Macon Village provided by Carteret/Craven EMC.

Water Service:
Oak Grove provided by Jones County Water System.

2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

NO

3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

NO

Source of Data (3.f. 1) - 3) Utilities): Mr Bill Harrison, FMD Admin.

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4. **Business Profile.** List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
1. MCB Camp Lejeune	Military	41,226
2. MCAS Cherry Point	Military	10,903
3. NADEP Cherry Point	Military A/C rework	3,571
4. Craven County Schools	Public Education	1,691
5. Craven Regional Medical Center	Health Care	1,100
6. Carteret County Schools	Public Education	950
7. Weyerhaeuser	Wood Products	700
8. Hatteras Yachts	Boat Manufacturing	650
9. Moen	Plumbing fixtures	600
10. Atlantic Veneer Corporation	Hardwood Veneers	509

Source of Data (4. Business Profile): Don Kirkman, Executive Director, Carteret County Economic Development Council (919) 726-7822;
Tom Thompson, Executive Director, Craven County Economic Development Commission (919) 633-5300;
Gayle Kennedy, Administrative Officer, Manpower Office, MCB Camp Lejeune, (910) 451-2220;

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5. **Other Socio-Economic Impacts.** For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

a. Loss of Major Employers:

The region has seen poor economic conditions affect several local industries. In 1993, Mack Trucks closed its New Bern diesel engine components plant due to corporate downsizing and 100 local jobs were lost. R. A. Precision, an automotive parts manufacturer in Havelock, closed its doors in late 1993 due to poor market conditions and loss of a major client. Diversified Concrete Products Company closed its Beaufort-based pre-stressed concrete components production plant in 1992 and approximately 135 employees were taken off the payrolls. Similarly, Owens-Corning discontinued manufacturing two roofing material products lines and 115 jobs were lost in Morehead City. Bayliner Boats closed its doors in 1990 resulting in a loss of 125 high-paying positions in Craven County. Atlantic Veneer Technologies, based in Beaufort, is scheduled to liquidate most of its assets during 1994 and approximately 500 Down East residents are currently employed there. Military downsizing has also caused a loss of jobs and smaller on-board numbers at MCAS Cherry Point. Additionally, three A-6 squadrons scheduled to transition to the F/A-18D aircraft in 1992 were relocated at the last minute to MCAS Beaufort, South Carolina, resulting in a loss of 500 Marines and an estimated 15.2 million in salaries to the region.

b. Introduction of New Businesses/Technologies:

There are several new businesses and technologies entering the area. Carteret County, known for its productive fisheries industry and attendant satellite university oceanography & fisheries research laboratories, is attempting to capitalize on the fisheries science industry and attract new facilities to the area. Bally Engineering Structures, which produces walk-in coolers and freezers, established residence in Carteret County and expects its work force to swell to 200 persons by January 1995. Finally, the Defense Base Closure and Realignment Commission ruled in 1993 to consolidate NAS Cecil Field and NADEP Pensacola assets at Cherry Point.

c. Natural Disasters:

Impacts from the 1987-88 red tide disaster are still felt across the fishing industry in Carteret County. This microorganism outbreak caused the demise of hundreds of acres of shellfish, thereby eliminating hundreds of jobs in the oyster, scallop and clam industry of Carteret County.

d. Overall Economic Trends:

Overall economic trends within a 20 mile radius of Cherry Point are very positive due to the proposed expansions at the Air Station resulting from BRAC '93.

Source of Data (5. Other Socio/Econ): Tom Thompson, Executive Director, Craven County Economic Development Committee, (919) 633-5300
Don Kirkman, Executive Director, Carteret County Economic Development Council, (919) 726-7822

6. Other. Identify any contributions of your activity to the local community not discussed elsewhere in this response.

1) Combined with the Naval Aviation Depot, Cherry Point is the largest "industry" in a four county area. It attracts employees from a 17 county region to its higher-than-average salaries (exceeds local average salaries by approximately $7,000 per year) and numerous professional opportunities. The Air Station provides highly skilled, high paying positions which are unavailable in much of the surrounding area due to its lack of urban development, industrialization and economic opportunity.

In addition to the direct financial contributions that Cherry Point provides to the region, there are numerous indirect benefits, as well. First, there are approximately 25 defense-related contractors located aboard or in the immediate vicinity of Cherry Point, largely due to the Naval Aviation Depot and the Harrier training squadron. These internationally-renown commercial activities generate approximately $30 million per year in contract sales.

Cherry Point also indirectly employs numerous civilian contractors for military construction, maintenance and service. Nearly $46 million dollars are spent each year on construction and maintenance projects and an additional $7 million is spent each year on environmental remediation.

Finally, the Marines, sailors, soldiers and civilians of Cherry Point provide thousands of dollars worth of in-kind service to the surrounding region. Some of this support is provided directly by Marine Corps assets (hard support) and some is provided through volunteerism by Cherry Point workers and their families. The "hard support" has been displayed in recent local community service construction projects, such as the construction of a hard surfaced road in the Harlowe community, building ball fields, and loaning equipment and assets to community events and fire fighting efforts. Local units volunteer their time in area schools, churches, recreation leagues, and charitable organizations. No dollar value can be placed on this support, as it serves as an invaluable benefit to residents throughout the region.

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2) Prepare annual economic impact statement for MCAS Cherry Point which is used by local community leaders and Businessmen to plan and forecast.

3) Prepare Commanding General's fact book of vital MCAS Cherry Point statistics which can be used by local leaders and businessmen to plan and forecast.

Source of Data (6. Other): 1994 Economic Impact: Marine Corps Air Station Cherry Point, North Carolina.
Mr. Mahlon Yokley, Environmental Affairs Directorate, MCAS Cherry Point 466-3631.
Mr. Tyler Harris, Community Planner, MCAS Cherry Point 466-4196

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 Data Call #65: Economic & Community Infrastructure)

ACTIVITY COMMANDER

F. MCCORKLE	FMccorkle
NAME (Please type or print)	Signature
Commanding General	18 JUL 1994
Title	Date
Marine Corps Air Station, Cherry Point, NC	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 Data Call #65: Economic & Community Infrastructure)

NEXT ECHELON LEVEL (if applicable)

F. MCCORKLE
NAME (Please type or print)

J McCorkle
Signature

Commanding General
Title

18 JUL 1994
Date

Marine Corps Air Bases East
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

8/24/94
Date

DATA CALL 1: GENERAL INSTALLATION INFORMATION

1. ACTIVITY: Follow example as provided in the table below . If any of the questions have multiple responses, please provide all. If any of the information requested is subject to change between now and the end of Fiscal Year (FY) 1995 due to known redesignations, realignments/closures or other action, provide current and projected data and so annotate.

- Name

Official name	*Marine Corps Air Station Cherry Point, NC*
Acronym(s) used in correspondence	*MCAS Cherry Point*
Commonly accepted short title(s)	*Cherry Point*

- Complete Mailing Address

UNITED STATES MARINE CORPS
Marine Corps Air Station
PSC Box 8003
Cherry Point, North Carolina 28533-0003

- PLADCG MCAS CHERRY PT NC//BCDL//
  COMCABEAST CHERRY PT NC//BCDL//

- PRIMARY UIC: M00146 (Plant Account UIC for Plant Account Holders)

Enter this number as the Activity identifier at the top of each Data Call response page.

- ALL OTHER UIC(s): N/A PURPOSE: _____

_____ _____

_____ _____

PLANT ACCOUNT HOLDER:

- Yes X No _____(check one)

3. ACTIVITY TYPE: Choose most appropriate type that describes your activity and completely answer all questions.

• HOST COMMAND: A host command is an activity that provides facilities for its own functions and the functions of other (tenant) activities. A host has accountability for Class 1 (land), and/or Class 2 (buildings, structures, and utilities) property, regardless of occupancy. It can also be a tenant at other host activities.

• Yes __X__ No ____ (check one)

• TENANT COMMAND: A tenant command is an activity or unit that occupies facilities for which another activity (i.e., the host) has accountability. A tenant may have several hosts, although one is usually designated its primary host. If answer is "Yes," provide best known information for your primary host only.

• Yes ____ No __X__ (check one)

• Primary Host (current) UIC: _____

• Primary Host (as of 01 Oct 1995) UIC: _____

• Primary Host (as of 01 Oct 2001) UIC: _____

• INDEPENDENT ACTIVITY: For the purposes of this Data Call, this is the "catch-all" designator, and is defined as any activity not previously identified as a host or a tenant. The activity may occupy owned or leased space. Government Owned/Contractor Operated facilities should be included in this designation if not covered elsewhere.

• Yes ____ No __X__ (check one)

4. SPECIAL AREAS: List all Special Areas. Special Areas are defined as Class 1/Class 2 property for which your command has responsibility that is not located on or contiguous to main complex.

Name	Location	UIC
MCALF Bogue	Carteret County, NC	M00146
MCOLF Oak Grove	Jones County, NC	M00146
MCOLF Atlantic	Carteret County, NC	M00146

5. DETACHMENTS: If your activity has detachments at other locations, please list them in the table below.

Name	UIC	Location	Host name	Host UIC
N/A				

6. BRAC IMPACT: Were you affected by previous Base Closure and Realignment decisions (BRAC-88, -91, and/or -93)? If so, please provide a brief narrative.

Yes - BRAC '93

Pursuant to the closure of NAS Cecil Field (Jacksonville , FL) MCAS Cherry Point was designated as a Receiving Site for F/A-18 aircraft and associated support functions/personnel.

7. MISSION: Do not simply report the standard mission statement. Instead, describe important functions in a bulletized format. Include anticipated mission changes and brief narrative explanation of change; also indicate if any current/projected mission changes are a result of previous BRAC-88, -91,-93 action(s).

Current Missions

- Provide wide spectrum facilities and material support for 2d Marine Air Wing and units thereof, to include:

  - Hangar space
  - Classroom training facilities
  - Flight simulators
  - Telephone/LAN/AUTODIN

- Operates an air-to-ground bombing complex

- Maintains outlying training areas of MCALF Bogue, MCOLF Atlantic and MCOLF Oak Grove.

- Primary aviation supply point

- Provide wide spectrum facilities support for tenent NADEP activity

- Provide reimbursable main frame data processing for NADEP and other base/tenent activities.

Projected Missions for FY 2001

- Same as currently performed with expanded support for US Navy units reassigned to MCAS Cherry Point as a result of BRAC initiatives.

8. UNIQUE MISSIONS: Describe any missions which are unique or relatively unique to the activity. Include information on projected changes. Indicate if your command has any National Command Authority or classified mission responsibilities.

Current Unique Missions

- Terminal approach control facility for the central coastal region of North Carolina and for military aircraft utilizing coastal restricted areas.
- Training facility for foreign pilots (Italian, Spanish and British) on Marine Corps unique aircraft (AV8-B)
- Search and rescue support to the Coast Guard (by LOA)
- Aerial Point of Embarkation (APOE)
- Mid-Atlantic Electronic Warfare Range (MAEWR)

Projected Unique Missions for FY 2001

- No additional unique missions are currently projected

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC): Identify your ISIC. If your ISIC is not your funding source, please identify that source in addition to the operational ISIC.

• Operational name	UIC
Commander, Marine Corps Air Bases Eastern Area (COMCABEAST)	M67358

• Funding Source	UIC
(Same as above)	

10. PERSONNEL NUMBERS: Host activities are responsible for totalling the personnel numbers for all of their tenant commands, even if the tenant command has been asked to separately report the data. The tenant totals here should match the total tally for the tenant listing provided subsequently in this Data Call (see Tenant Activity list). (Civilian count shall include Appropriated Fund personnel only.)

On Board Count as of 01 January 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	93	645	1136
• Tenants (total)	994	6981	3341

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	95	622	1238
• Tenants (total)	1039	8497	3371

9119

11. KEY POINTS OF CONTACT (POC): Provide the work, FAX, and home telephone numbers for the Commanding Officer or OIC, and the Duty Officer. Include area code(s). You may provide other key POCs if so desired in addition to those above.

Title/Name	Office	Fax	Home
• CG/BGEN F. McCorkle	DSN 582-2840	DSN 582-3635	
• Duty Officer/NA	DSN 582-5236	DSN 582-3635	[N/A]
• BCDL/Col. Gary Elsten	DSN 582-4196	DSN 582-3635	(919) 444-2585
• ABCDL/Mr. Joe Reilly	DSN 582-4197	DSN 582-3635	(919) 247-5396

12. TENANT ACTIVITY LIST: This list must be all-inclusive. Tenant activities are to ensure that their host is aware of their existence and any "subleasing" of space. This list should include the name and UIC(s) of all organizations, shore commands and homeported units, active or reserve, DOD or non-DOD (include commercial entities). The tenant listing should be reported in the format provide below, listed in numerical order by UIC, separated into the categories listed below. Host activities are responsible for including authorized personnel numbers, on board as of **30 September 1994**, for all tenants, even if those tenants have also been asked to provide this information on a separate Data Call. (Civilian count shall include Appropriated Fund personnel only.)

- Tenants residing on main complex (shore commands)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
2d Marine Aircraft Wing MCAS, Cherry Point	M00201	863 33 (Navy)	6,447 73 (Navy)	0
2d Force Service Support Group (Rein) FMF, Atlantic, Camp Lejeune, NC for Combat Service Support - 21 FMF Atlantic MCAS, Cherry Point M00146-93240-078	M31000	22	254	0
Defense Commissary Agency Central Region, Bldg 3345 Naval Amphibious Base Little Creek, VA M00146-93240-078	HQCCAZ	0	0	76
Department of the Air Force 438th Military Airlift Wing (MAC) McGuire Air Force Base, NJ M00146-92079-046	FB4484	0	0	0
McDonnal Aircraft St. Louis, MO M00146-88274-054	EZ7477	0	0	6 (Contract)

- Tenants residing on main complex (shore commands) (Continued)

Naval Facilities Engineering Command, Atlantic Division Norfolk, VA for Resident Officer in Charge of Construction Bldg. 163, Stop 10A MCAS, Cherry Point M00146-92169-087	N00025	8	1	28
Fleet Area Control and Surveillance Facility (FACSFAC), (VACAPES) Naval Air Station, Oceana, Virginia Beach, VA M00146-92085-051	N42239	0	0	0
Naval Investigative Service Mid-Atlantic Region Pembroke V, Suite 525 293 Independence Blvd. Norfolk, VA for Naval Investigative Service Resident Agent M00146-91274-035	N42932	1	2	8
Personnel Support Activity Box 50, Naval Air Station Jacksonville, FL for Personnel Support Activity MCAS, Cherry Point M00146-91220-048	N43355	1	7	0
Naval Aviation Depot MCAS, Cherry Point M00146-89090-036	X65923	16	87	2883

- Tenants residing on main complex (shore commands) (Continued)

Naval Warfare Assessment Center Corona, CA for NWAC Detachment MCAS, Cherry Point M00146-92273-049	N60701	0	0	6
Naval Training Systems Center Orlando, FL for Naval Training Systems Center In-Service Engineering Office MCAS, Cherry Point M00146-92226-028	N61339	0	0	5 (Plus 24 Contract Support Personnel)
Pacific Missle Test Center Point Magu, CA for Pacific Missle Test Center, Det-C MCAS, Cherry Point M00146-90181-126	N63126	0	0	3
Navy Material Transportation Office (NAVMTO) Naval Station, Norfolk, VA for Morrison Knudson Services, Inc. P.O. Box 7808 Boise, ID 83729 M00146-89335-130	N63408	0	0	3 (Contract)
Naval Audit Service Southeast Region Virginia Beach, VA for Naval Audit Service MCAS, Cherry Point M00146-92273-004	N62761	0	0	4

- Tenants residing on main complex (shore commands) (Continued)

Naval Air Maintenance Training Gp. NAS, Millington, TN for Naval Air Maintenance Training Gp. Detachment (NAMTRAGRUDET) MCAS, Cherry Point M00146-91066-040	N66047	1	0	1
2d Force Service Support Group Fleet Marine Force Atlantic Camp Lejeune, NC for 12th Dental Company MCAS, Cherry Point M00146-88274-041	N68410	14	28	1
Defense Fuel Supply Center Cameron Village, Alexandria, VA M000146-93134-152	SC0600	1	48	3
Defense Distribution Region East Attn: DDRE-RB New Cumberland, PA M00146-92030-144	SW3100	3	0	182
Fleet Aviation Specialized Operations Training Group Atlantic Fleet (V09810) Air Station, Norfolk, VA for Fleet Specialized Operational Training Group, Atlantic Det. MCAS, Cherry Point M00146-93273-052	V44371	0	15	0
Defense Reutilization & Marketing Office MCAS, Cherry Point M00146-92100-026	SY2024	0	0	29

- Tenants residing on main complex (shore commands) (Continued)

U.S. Army 2d Recruiting Brigade (Southeast), Fort Gillem, Forest Park, GA for U.S. Army Recruiting Battalion 3117 Poplarwood Court, Suite 218 Cypress Bldg, Raleigh, NC M00146-91063-075	W360YS	0	0	0
U.S. Army Medical Department Activity Fort Bragg, NC for Veterinary Medical Support MCAS, Cherry Point M00146-92197-090	W45RBK	1	1	0
Defense Finance and Accounting Service (DFAS) Kansas City Central Financial Management Division 1500 Bannister Road Kansas City, MO M00146-92247-149	N/A	0	0	34
Grumman Aerospace Corporation Bethpage, NY	N/A	0	0	7 (Contract)
Defense Printing Service Charleston, SC M00146-92252-142	N/A	0	0	1

- Tenants residing on main complex (homeported units.)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
N/A				

- Tenants residing in Special Areas (Special Areas are defined as real estate owned by host command not contiguous with main complex; e.g. outlying fields).

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
N/A					

- Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
Naval Hospital	N68093	MCAS Cherry Point, NC	81	196	111

13. REGIONAL SUPPORT: Identify your relationship with other activities, not reported as a host/tenant, for which you provide support. Again, this list should be all-inclusive. The intent of this question is capture the full breadth of the mission of your command and your customer/supplier relationships. Include in your answer any Government Owned/Contractor Operated facilities for which you provide administrative oversight and control.

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
US Coast Guard	*Ft. Macon, NC*	*Maintenance support contract. ISSA*

14. FACILITY MAPS: This is a primary responsibility of the plant account holders/host commands. Tenant activities are not required to comply with submission if it is known that your host activity has complied with the request. Maps and photos should not be dated earlier than 01 January 1991, unless annotated that no changes have taken place. Any recent changes should be annotated on the appropriate map or photo. Date and label all copies.

- Local Area Map. This map should encompass, at a minimum, a 50 mile radius of your activity. Indicate the name and location of all DoD activities within this area, whether or not you support that activity. Map should also provide the geographical relationship to the major civilian communities within this radius. (Provide 12 copies.)

- Installation Map / Activity Map / Base Map / General Development Map / Site Map. Provide the most current map of your activity, clearly showing all the land under ownership/control of your activity, whether owned or leased. Include all outlying areas, special areas, and housing. Indicate date of last update. Map should show all structures (numbered with a legend, if available) and all significant restrictive use areas/zones that encumber further development such as HERO, HERP, HERF, ESQD arcs, agricultural/forestry programs, environmental restrictions (e.g., endangered species). (Provide in two sizes: 36"x 42" (2 copies, if available); and 11"x 17" (12 copies).)

- Aerial photo(s). Aerial shots should show all base use areas (both land and water) as well as any local encroachment sites/issues. You should ensure that these photos provide a good look at the areas identified on your Base Map as areas of concern/interest - remember, a picture tells a thousand words. Again, date and label all copies. (Provide 12 copies of each, 8½"x 11".)

- Air Installations Compatible Use Zones (AICUZ) Map. (Provide 12 copies.)

BRAC-95 CERTIFICATION

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

GARY L. ELSTEN
NAME (Please type or print)

GL Elsten
Signature

BRAC OFFICER
Title

2/1/94
Date

BCDL&O
Division

Department

MCAS CHERRY POINT NC 28533
Activity

Enclosure (1)

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA 28533-5001

110011
BCDL

04 FEB 1994

From: Commanding General, Marine Corps Air Station Cherry Point
To: Commandant of the Marine Corps (LFL)

Subj: BASE CLOSURE AND REALIGNMENT ACT DATA CALL ONE FOR 1995 SELECTION PROCESS

Ref: (a) CMC ltr 110011/LFL/B-200 of 14 Jan 1994

Encl: (1) BRAC '95 DATA CALL 1: GENERAL INSTALLATION INFORMATION

1. Enclosure (1) is forwarded as per guidance provided in the reference. An electronic response has also been provided.

2. Points of Contact aboard MCAS Cherry Point with regard to BRAC issues are: Colonel G. Elsten, Mr. Joe Reilly or Major T. Olsen, DSN 582-4196 and FAX DSN 582-3635.

F. MCCORKLE

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

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

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

NAME (Please type or print) _____ Signature R.A. Tim

11 MAR 1994

Title _____ Date _____

BRAC-95 CERTIFICATION

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

THOMAS OLSEN
NAME (Please type or print)

Thomas D Olsen
Signature

BRAC AO
Title

1 Feb 94
Date

BCDL&O
Division

Department

MCAS CHERRY POINT NC 28533
Activity

Enclosure (1)

BRAC-95 CERTIFICATION

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

JOE REILLY
NAME (Please type or print)

DEPUTY BRAC OFFICER
Title

BCDL&O
Division

Department

MCAS CHERRY POINT NC 28533
Activity

Signature

28 JAN 94
Date

Enclosure (1)

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

F. MCCORKLE	F McCorkle
NAME (Please type or print)	Signature
Commanding General	1 Feb 1994
Title	Date

Marine Corps Air Station, Cherry Point, NC
Activity

BRAC-95 CERTIFICATION

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

BRUCE B. WOOD
NAME (Please type or print)

Bruce B Wood
Signature

COMPTROLLER
Title

27 JAN 96
Date

COMPTROLLER DEPT
Division

Department

MCAS CHERRY POINT
Activity

Enclosure (1)

BRAC-95 CERTIFICATION

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

HARRY LEE
NAME (Please type or print)

Harry Lee
Signature

MANAGMENT ANALYST
Title

1/26/94
Date

Division

MANAGEMENT & PLANS OFFICE
Department

Activity

Enclosure (1)

BRAC-95 CERTIFICATION

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

E. MARSICANO
NAME (Please type or print)

MPUO
Title

G-1
Division

Department

Activity

Signature

26 Jan 94
Date

Enclosure (1)

8

ENVIRONMENTAL DATA CALL:
DATA CALL TO BE SUBMITTED TO
ALL NAVY/MARINE CORPS HOST ACTIVITIES

Map w/ original
Data Call

20 APRIL 1994

BRAC 1995 ENVIRONMENTAL DATA CALL:
All Navy/Marine Corps Host Activities

INDEX

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ENVIRONMENTAL DATA CALL

Responses to the following questions provide data that will allow an assessment of the potential environmental impact associated with the closure or realignment of a Navy shore activity. This criterion consists of:

- Endangered/Threatened Species and Biological Habitat
- Wetlands
- Cultural Resources
- Environmental Facilities
- Air Pollution
- Environmental Compliance
- Installation Restoration
- Land/Air/Water Use

As part of the answers to these questions, a *source citation* (e.g., 1993 base loading, 1993 base-wide Endangered Species Survey, 1993 letter from USFWS, 1993 Base Master Plan, 1993 Permit Application, 1993 PA/SI, etc.) must be included. It is probable that, at some point in the future, you will be asked to provide additional information detailing specifics of individual characteristics. In anticipation of this request, supporting documentation (e.g., maps, reports, letters, etc.) regarding answers to these questions should be retained. Information needed to answer these questions is available from the cognizant EFD Planning and Real Estate Divisions, and Environment, Safety, and Health Divisions; and from the activity Public Works Department, and activity Health Monitoring and Safety Offices.

For purposes of the questions associated with land use at your base is *defined* as *land* (acreage owned, withdrawn, leased, and controlled through easements); *air* (space controlled through agreements with the FAA, e.g., MOAs); *and water* (navigation channels and waters along a base shoreline) *under the control of the Navy.*

Provide a list of the tenant activities with UICs that are covered in this response.

List of UICs of the tenant activities covered by this response.

N00060	Fleet Aviation Specialized Operations
M00201	2d Marine Aircraft Wing
X65923	Naval Aviation Depot
N68093	Naval Hospital
N00018	12th Dental Clinic
N62761	Naval Audit Service, Southeast Region
SY2024	Defense Reutilization and Marketing Office
N61339	Naval Training Systems Center
N66047	Naval Air Maintenance Training Group
N60701	Naval Warfare Assessment Center
N42932	Naval Investigative Service
HS15CP	Defense Investigative Service
N42239	Fleet Area Control and Surveillance Facility
SW3100	Defense Logistic Agency
W360X9	U.S. Army Medical Department Activity (Veterinary)
W73QKK	U.S. Army General Material and Petroleum Activity
N43355	Personnel Support Services
N60701	Naval Warfare Assessment Center
N/A	Defense Finance and Accounting Service
N63126	Pacific Missile Test Center
N62470	Resident Officer in Charge of Construction
FB4484	Department of the Air Force, 438th Airlift Wing
EZ7477	McDonnell Douglas Aerospace
HQCCAZ	Defense Commissary Agency
N/A	Cherry Point Federal Credit Union
N/A	First Citizens Bank

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

1a. For federal or state listed endangered, threatened, or category 1 plant and/or animal species on your base, complete the following table. Critical/sensitive habitats for these species are designated by the U.S. Fish and Wildlife Service (USFWS). A species is present on your base if some part of its life-cycle occurs on Navy controlled property (e.g., nesting, feeding, loafing). Important Habitat refers to that number of acres of habitat that is important to some life cycle stage of the threatened/endangered species that is not formally designated.

SPECIES (plant or animal)	Designation (Threatened/ Endangered)	Federal/ State	Critical Designated Habitat (acres)	Important Habitat (acres)
Halieetus leucocephalus - Bald eagle	threatened	federal	0	300
Laterallus jamaicensis - Black rail	C2	federal	0	12,000
Sterna nelotica - Gull-billed tern	threatened	state	0	10
Alligator mississippiensis - American alligator	threatened	federal/ state	0	200
Malaclemys terrapin terrapin Northern diamondback terrapin	C2	federal	0	3,000
Necturus lewisi Neuse River waterdog	C3	federal	0	45
Carex chapmanii Chapman's sedge	C2 threatened	federal/ state	0	10
Solidago pulchra Carolina goldenrod	C2 endangered	federal/ state	0	100
Solidago verna Spring goldenrod	C2 endangered	federal/ state	0	75

Source Citation: Draft Report, Inventory of Rare Species, Natural Communities and Critical Areas of the Cherry Point Marine Corps Air Station, North Carolina. Jan 94. Information on the Bald eagle is from field notes of the Natural Resources Division staff at MCAS Cherry Point.

▸ Habitat acreages are estimates based on information from the above report.

1b.

Have your base operations or development plans been constrained due to: - USFWS or National Marine Fisheries Service (NMFS)? - State required modifications or constraints? If so, identify below the impact of the constraints including any restrictions on land use.	NO
Are there any requirements resulting from species not residing on base, but which migrate or are present nearby? If so, summarize the impact of such constraints.	NO

1c. If the area of the habitat and the associated species have not been identified on base maps provided in Data Call 1, submit this information on an updated version of Data Call 1 map.

▸ See attachment 1 for location maps.

1d.

Have any efforts been made to relocate any species and/or conduct any mitigation with regards to critical habitats or endangered/threatened species? Explain what has been done and why.	NO

1e.

Will any state or local laws and/or regulations applying to endangered/threatened species which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO

2. WETLANDS

Note: Jurisdictional wetlands are those areas that meet the wetland definitional criteria detailed in the Corps of Engineers (COE) Wetland Delineation Manual, 1987, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, MS or officially adapted state definitions.

2a.

Does your base possess federal jurisdictional wetlands?	YES
Has a wetlands survey in accordance with established standards been conducted for your base? *Previous surveys conducted using 1989 manual*	NO
When was the survey conducted or when will it be conducted? 7 / 30 / 94	
What percent of the base has been surveyed? *New survey will do about:*	5%
What is the total acreage of jurisdictional wetlands present on your base?	12,890

Source Citation: Acreage estimates based on soil maps, national wetland inventory maps and vegetation surveys.

2b. If the area of the wetlands has not been identified on base maps provided in Data Call 1, submit this on an updated version of Data Call 1 map.

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify of constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland? YES If YES, summarize the results of such modifications or constraints.

▸ Due to the large acreage of wetlands, projects are **frequently** modified to reduce impacts on wetlands. Results of required modifications are increased cost and time; the mission is not affected.

3. CULTURAL RESOURCES

3a.

Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.	YES

▸ Shelly Point (3 CR53)
Bogue Field - Potential eligibility

3b.

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.	NO

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	NO

4. ENVIRONMENTAL FACILITIES

Notes: If your facility is permitted for less than maximum capacity, state the maximum capacity and explain below the associated table why it is not permitted for maximum capacity. Under "Permit Status" state when the permit expires, and whether the facility is operating under a waiver. For permit violations, limit the list to the last 5 years.

4a.

Does your base have an operating landfill?					YES
ID/Location of Landfill	Permitted Capacity (CYD)		Maximum Capacity (CYD)	Contents[1]	Permit Status
	TOTAL	Remaining			
M00146, MCAS Cherry Point, Access Road	160,000	28,000	160,000	Building debris, wood waste, fly ash, concrete, asbestos	Operational

[1]Contents (e.g. building demolition, asbestos, sanitary debris, etc)

Are there any current or programmed projects to correct deficiencies or improve the facility.

▸ The existing Landfill boundaries are being surveyed to determine remaining capacity, possibilities for vertical expansion, existing fill amounts, and to designate composting and coal fly ash disposal areas.

4b. If there are any non-Navy users of the landfill, describe the user and conditions/agreements.

▸ Various contractors performing work on the Air Station utilize the Landfill for disposal of various debris material. Permission for these activities are on a case by case basis depending on material and volume.

4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?					YES
Facility/Type of Operation	Permitted Capacity	Ave Daily Throughout	Maximum Capacity	Permit Status	Comments
Debris Landfill	160,000 yd^3	14 tons	160,000 yd^3	Operational	
Incinerator Piney Island	.5 tons/day	Unknown	.5 tons/day	Operational	
Material Recovery Facility	N/A			N/A	See Note

List any permit violations and projects to correct deficiencies or improve the facility.

▸ **Note:** Used by the Curbside Recycling Contractor for staging and sorting recyclables, built in 1990 with an addition in 1994.

4d.

Does your base own/operate a Domestic Wastewater Treatment Plant (WWTP)? for solid waste?					YES
ID/Location of WWTP	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status	Level of Treatment/ Year Built
Bldg 4376 Roosevelt Blvd.	3.5 MGD	2.2 MGD	3.32 MGD (average) 6.67 MGD (peak)	Compli-ant	Tertiary 1942, Tertiary treatment added in 1993

List permit violations and discuss any projects to correct deficiencies.

4e. If you do not have a domestic WWPT, describe the average discharge rate of your base to the local sanitary sewer authority, discharge limits set by the sanitary sewer authority (flow and pollutants) and whether the base is in compliance with their permit. Discuss recurring discharge violations.

▸ Not applicable.

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					YES
ID/Location of IWTP	Type of Treatment	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status
Bldg 1005 "A" Street	Physical/ Chemical	N/A	0.22 MGD	0.627 MGD (average) 0.910 MGD (peak)	See note

List any permit violations and projects to correct deficiencies or improve the facility.

▸ **Note:** IWTP discharges into the WWTP collection system and is viewed as an industrial wastewater pretreatment facility. It is not specifically identified on an NPDES Permit.

4g. Are there other waste treatment flows not accounted for in previous tables? Estimate capacity and describe the system.

▸ Twenty-two (22) oil/water separators which discharge to 15 sampling points are covered under the same NPDES Permit as the WWTP. They are assigned to vehicle wash racks, fuel storage/ transfer pads, etc. (flows are intermittent and small).

4h.

Does your base operate Water Treatment Plants (WTP)					YES/NO
ID/Location of WTP	Operating (GPD)		Method of Treatment	Maximum Capacity	Permit Status
	Permitted Capacity	Daily Rate			
Bldg 117, Roosevelt Blvd.	4.5 MGD	3.8 MGD	See Note[1]	5.5 MGD	Compli-ance
Bldg 8051 Bogue	0.10 MGD	50,000 GPD	See Note[2]	0.15 MGD	Compli-ance
Bldg 9058 BT-11	0.10 MGD	1,000 GPD	See Note[2]	0.30 MGD	Compli-ance
Bldg 7021 Atlantic	0.10 MGD	1,500 GPD	See Note[2]	0.15 MGD	Compli-ance

List permit violations and projects/actions to correct deficiencies or improve the facility.

▸ **Note[1]:** The Air Station currently operates a groundwater base water treatment facility to supply potable water needs for the base population. Groundwaters are treated by a six stage process; first is cascade air stripping, followed by alum coagulation, lime softening, carbonic acid pH adjustment, rapid rate porous media filtration, followed by chlorine gas disinfection.

▸ **Note[2]:** The Air Station also operates groundwater treatment plants at the three outlying fields. These systems serve base populations of less than 300 people. They employ similar catalytic softening, filtration and disinfection methodologies.

▸ The Air Station is currently constructing a new water treatment facility which will be permitted for up to 6.0 MGD. This plant will employ state of the art treatment and disinfection processes to include, air stripping, spiractor softening, sand filtration, primary disinfection with ozone, with chloramine residual.

4i. If you do not operate a WTP, what is the source of the base potable water supply. State terms and limits on capacity in the agreement/contract, if applicable.

▸ Not applicable.

4j.

Does the presence of contaminants or lack of supply of water constrain base operations. Explain.	NO

4k.

Other than those described above does your base hold any NPDES or stormwater permits? If YES, describe permit conditions.	YES
If NO, why not and provide explanation of plan to achieve permitted status	

▸ At present the Air Station is in a permit application process for an individual permit for Stormwater Discharges associated with Industrial Activities. We have filed for this permit through the group application process outlined in 40 CFR Part 122-124. The State of North Carolina will be issuing our individual permit under this group application process in mid 1994. It is anticipated that this permit will require implementation of further materials management practices, and periodic effluent monitoring.

4l.

Does your base have bilge water discharge problem?	YES
Do you have a bilge water treatment facility?	YES

Explain:
▸ It is unknown how privately owned boats tied up at our marinas dispose of their bilge water. It has obviously not become a huge problem for the Air Station yet, but nevertheless a problem.

▸ Technically we do have a bilge water treatment facility...the wastewater treatment plant. We are in the process of purchasing two small portable bilge water pumps with which we can transfer bilge to a nearby sewer collection system manhole.

4m.

Will any state or local laws/or regulations applying to Environmental Facilities, which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO

4n. What expansion capacity is possible with these Environmental Facilities? Will any expansions/upgrades as a result of BRACON or projects programmed through the Presidents budget through FY1997 result in additional capacity? Explain.

▸ Expansion of treatment capacity of the WWPT is possible, however future BOD, NH_3 and P limits may have to be reduced from the present limits of 5/2/2 to 3/1/1.

▸ Expansion at the Central Heating Plant is possible. No projects are currently programmed which will result in additional steam production capacity.

▸ Expansion at the DRMO could be possible. Expansion will have to take into account Part B Permit requirements, segregation of hazardous waste and amount of hazardous waste generated. Additionally, if tenants arrive at the Air Station 90 day accumulation sites must be constructed. No projects are currently programmed.

▸ The new water treatment facility will be able to accommodate a fifty to seventy five percent increase in potable water demand, with closure of the current facility. If the current facility is upgraded or retrofitted, and the two plants operated concurrently, the Air Station would be able to provide for a hundred and fifty percent demand increase.

4o. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? Explain.

▸ DRMO has a limited hazardous waste permitted facility. If the hazardous waste disposal contractor should default the ability to store hazardous waste over 90 days is seriously handicapped.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Area (AQCAs) in which the base is located? Air Quality Control Region (AQCR) "170"
Is the installation or any of its OLFs or non-contiguous base properties located in different AQCAs? NO. List site, location and name of AQCA.

5b. For each parcel in a separate AQCA fill in the following table. Identify with and "X" whether the status of each regulated pollutant is: attainment/nonattainment/maintenance. For those areas which are in non-attainment, state whether they are: Marginal, Moderate, Serious, Severe, or Extreme. State target attainment year.

Site: All Base Areas AQCA: 170

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year[1]	Comment[2]
CO	X				
Ozone	X				
PM-10	X				
SO_2	X				
NO_2	X				
Pb	X				

[1]Based on national standard for Non-Attainment areas or SIP for Maintenance areas.
[2]Indicated if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed with the Presidents FY1997 budget.

5c. For your base, identify the baseline level of emissions, established in accordance with the Clean Air Act. Baseline information is assumed to be 1990 data or other year as specified. Determine the total level of emissions (ton/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

	Emission Sources (Tons/Year)				
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO	105.0	Unknown	Unknown	Unknown	105.0
NOx	276.0	Unknown	Unknown	Unknown	276.0
VOC	47.8	Unknown	Unknown	Unknown	47.8
PM10	10.1	Unknown	Unknown	Unknown	10.1

Source Document: Air Emissions Inventory and Regulatory Assessment, MCAS Cherry Point, NC; March 1994; Radian Corporation

5d. For your base, determine the total FY1993 level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

	Emission Sources (Tons/Year)				
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO	105.0	Unknown	Unknown	Unknown	105.0
NOx	276.0	Unknown	Unknown	Unknown	276.0
VOC	47.8	Unknown	Unknown	Unknown	47.8
PM10	10.1	Unknown	Unknown	Unknown	10.1

Source Document: Air Emissions Inventory and Regulatory Assessment, MCAS Cherry Point, NC; March 1994; Radian Corporation

5e. Provide estimated increased/decreases in air emissions (Tons/Year of CO, NOx, VOC, PM10) expected within the next six years (1995-2001) Either from previous BRAC realignments and/or previously planned downsizing shown in the Presidents FY1997 budget. Explain.

▸ It is estimated that emissions will increase by approximately 25% as a result of BRAC construction expected within the next six years.

5f. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 miles of the base?

▸ NO.

5g. Have any base operations/mission/functions (i.e.: training, R&D, ship movement, aircraft movement, military operations, support functions, vehicle trips per day, etc.) been restricted or delayed due to air quality considerations. Explain the reason for the restriction and the "fix" implemented or planned to correct.

▸ NO.

5h. Does your base have Emission Reduction Credits (ERCs) or is it subject to any emission offset requirements? If yes, provide details of the sources affected and conditions of the ERCs and offsets. Is there any potential for getting ERCs?

▸ NO.

6. ENVIRONMENTAL COMPLIANCE

6a. Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7 or recurring costs included in question 6c. For the last two columns provide the two year totals for those FY's.

Program	Survey Com-pleted?	Costs in $K to correct deficiencies					
		FY1994	FY1995	FY1996	FY1997	FY98-99	FY00-01
Air	1994	250	763	350	1000		
Hazardous Waste		250	1221	306	750		
Safe Drinking Water Act		102	1227	175	1000		
PCBs		10	25	--	7		
Other (non-PCB) Toxic Substance Control Act		25	550	--	50		
Lead Based Paint		--	--	150	150		
Radon	1991	--	--	--	--		
Clean Water Act	1993	1142	2939	450	2500		
Solid Waste	1994	110	434	450	600		
Oil Pollution Act		3	468	94	75		
USTs		2304	4941	--	2300	18400	
Other		549	635	500	550		
Total		4745	13203	2475	8982	18400	

Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

▸ **Note:** FY98-99 and FY00-01 are best guesses only. Only a few projects to this point have been programmed for these FY's. Other FY data are extrapolated COMPTRAK (Environmental Tracking Database).

▸ Comptrak printout listing all projects is included in attachment 2.

6b. Does your base have structures containing asbestos? **Yes** What % of your base has been surveyed for asbestos? **<5%** Are additional surveys planned? **Yes** What is the estimated cost to remediate asbestos ($K) **21,000.** Are asbestos survey costs based on encapsulation, removal or a combination of both? **Both**

▸ **6,000,000 ft² x $3.50 per ft²**

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	FY1992	FY1993	FY1994	FY1995	FY1996	FY1997	FY98-99	FY00-01
O&MN								
HA	429	495	475	480	480	500	1000	1000
PA	769	1355	1463	1500	1500	1600	3200	3200
Other O&MMC	500	656	2117	2695	2773	2803	5606	5606
Other (specify)		94	127	130	135	400	400	800
TOTAL:	1698	2600	4182	4805	4888	5303	10606	10606

▸ **Note:** FY98-99 and FY00-01 costs are unknown. Figures given were obtained by doubling the FY1997 number. Figures are in $K.

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

▸ NO.

7. INSTALLATION RESTORATION

7a.

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	YES
Is your base an NPL site or proposed NPL site?	NO

7b. Provide the following information about your Installation Restoration (IR) program. Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI.

▸ See attachment 3.

7c. Have any contamination sites been identified for which there is no recognized/accepted remediation process available? List.

▸ None have been "identified".

7d.

Is there a groundwater treatment system in place?	NO
Is there a groundwater treatment system planned?	YES

State scope and expected length of pump and treat operation.

▸ A corrective measures study for Site 10 (Old Sanitary Landfill) groundwater is currently being developed. Length of the pump and treat operation has not been determined.

7e.

Has a RCRA Facilities Assessment been performed for your base?	YES

7f. Does your base operate any conforming storage facilities for handling hazardous materials? If YES, describe facility, capacity, restrictions, and permit conditions.

▸ YES. There are two major facilities aboard the Air Station which are utilized for storage of hazardous materials. The first is the Hazardous Material Storage Pad. This is a concrete pad which is approximately 73,600 square feet in area and has a concrete berm as secondary containment. Additionally, it is sloped to a drain whose outfall drains to an oil/water separator. The second area is Hazardous Material Storage Warehouse, building 149. This warehouse has approximately 39,230 square feet of storage area. These facilities require no permit to operate but are operated in accordance with applicable regulations (information obtained from Lt. Rencehausen X2256/5251).

▸ In addition to these areas, there are numerous flammable storage lockers and 90 day hazardous waste accumulation areas aboard the Air Station.

7g. Does your base operate any conforming storage facilities for handling hazardous waste? If YES, describe facility, capacity, restrictions, and permit conditions.

▸ YES. See attachment 4.

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

▸ Old MWR Service Station (13 USTs). All USTs have been removed. A notice of regulatory requirement (NRR) was issued Sept 6, 1991. Site to be remediated under the general corrective action plan currently being developed. Remediation will consist of soil and groundwater clean up. See attachment 5 for details on maps.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	NO

7j.
Have any base operations or development plans been restricted due to Installation Restoration considerations?

Base operations have not been adversely impacted. Development plans have been restricted to the extent that IR sites under investigation or remediation are effectively "off limits" for any expansion planning or construction activities without prior notification and concurrence from federal and state regulators.

7k.
List any other hazardous waste treatment or disposal facilities not included in question 7b. above. Include capacity, restrictions and permit conditions.

Not Applicable

8. LAND / AIR / WATER USE

8a. List the acreage of each real estate component controlled or managed by your base (e.g., Main Base - 1,200 acres, Outlying Field - 200 acres, Remote Range - 1,000 acres, remote antenna site - 5 acres, Off-Base Housing Area - 25 acres).

Parcel Descriptor	Acres	Location
MCAS, Cherry Point	13,147	Havelock, Craven County
MCALF, Bogue	837	Bogue, Carteret County
MCOLF, Atlantic	1,473	Atlantic, Carteret County
Point of Marsh & Target Areas	12,693	Carteret and Pamlico Counties
MCOLF, Oak Grove	976	Trenton, Jones County

8b. Provide the acreage of the land use categories listed in the table below:

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		8,719
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e. wetlands, endangered species, etc.)	Wetlands:	N/A
	All Others:	N/A
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		1,100
Total Undeveloped land considered to be without development constraints.		1,100
Total Off-base lands held for easements/ lease for specific purposes.		
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	1,761
	HERF	2,070
	HERP	483
	AICUZ	1,208
	Airfield Safety Criteria	5,118
	Other	1,739

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes. 16,110

▸ Includes all OLF, ALF and range complex

8d. What is the date of your last AICUZ update? 02 / 08 / 93
Are any waivers of airfield safety criteria in effect on your base? Y/N
Summarize the conditions of the waivers below.

▶ NO.

8e. List the off-base land use *types* (e.g., residential, industrial, agricultural) and *acreage* within Noise Zones 2 & 3 generated by your flight operations and whether it is compatible/ incompatible with AICUZ guidelines on land use.

Acreage/Location/ID	Zones 2 or 3	Land Use	Compatible/ Incompatible
4,833 Acres East of Hancock Creek to Havelock	2	Forest, Ag. Strip Dev.	Compatible
1,130 Acres Residential/ Commercial Havelock	2	Res./ Commercial	Compatible
93 Acres Education/ Public Fac Havelock	2	Public Fac	Incompatible
55 Acres Res./ Commercial, Havelock	2	Res./ Commercial	Incompatible

8f. List the navigational channels and berthing areas controlled by your base which require maintenance dredging? Include the frequency, volume, current project depth, and costs of the maintenance requirement.

Navigational Channels/ Berthing Areas	Location/ Description	Maintenance Dredging Requirement			
		Frequency	Volume (MCY)	Current Project Depth (FT)	Cost ($M)
Channel 100' x 1,500'	Westbay/ BT-11	N/A	N/A	6'	N/A
Basin 50' x 475'	BT-11	N/A	N/A	6'	N/A
Channel 100' x 2,400'	Neuse River Hancock Ck	N/A	N/A	9'	N/A

8g. Summarize planned projects through FY1997 requiring new channel or berthing area dredged depths, include location, volume and depth.

▸ None.

8h.

Are there available designated dredge disposal areas for maintenance dredging material? List location, remaining capacity, and future limitations.	See Note
Are there available designated dredge disposal areas for new dredge material? List location, remaining capacity, and future limitations.	See Note
Are the dredged materials considered contaminated? List known contaminants.	NO

▸ **Note:** Dredged material from Hancock Creek has been disposed of at Navy Boat Docks area. This disposal area has no remaining capacity. Dredge spoil from Jakes Bay at Piney Island has been disposed of on simulated runway target. There is additional capacity available, but additional disposal will impact use of target. Hancock Creek and Jakes Bay sites were not considered contaminated.

8i. List any requirements or constraints resulting from consistency with **State Coastal Zone Management Plans**.

▸ No installation specific requirements. CZM imposes additional review/coordination requirements for training and development.

8j. Describe any non-point source pollution problems affecting water quality, e.g.: coastal erosion.

▸ The Air Station has some shoreline erosion problems common to the South shore of the Neuse River, which may be considered a non-point source pollution concern. Urban runoff has also been touted as an issue of concern at Industrial Activities which will be covered in our Storm Water NPDES permit.

8k.

If the base has a cooperative agreement with the US Fish and Wildlife Service and/or the State Fish and Game Department for conducting a hunting and fishing program, does the agreement or these resources constrain either current or future operations or activities? Explain the nature and extent of restrictions.	NO

8l. List any other areas on your base which are indicated as protected or preserved habitat other than threatened/endangered species that have been listed in Section 1. List the species, whether or not treated, and the acres protected/preserved.

▸ Not applicable.

9. WRAPUP

9a. Are there existing or potential environmental showstoppers that have affected or will affect the accomplishment of the installation mission that have not been covered in the previous 8 questions?

▸ Listing of any of the C2 or C3 species to "threatened" or "endangered" could have a significant impact on operations or development.

9b. Are there any <u>other</u> environmental permits required for base operations, include any relating to industrial operations?

▸ Current NPDES permit may have to be modified depending on the nature and volume of new wastewater inputs into the system. If nature is the same and the combined volume of flow is less than what is already permitted, then there should be no problem.

9c. Describe any other environmental or encroachment restrictions on base property not covered in the previous 8 sections.

▸ None.

9d. List any future/proposed laws/regulations or any proposed laws/regulations which will constrain base operations or development plans in any way. Explain.

▸ There are preliminary discussions ongoing in Craven/Pamlico/Carteret counties for a regional sewage disposal system which the Air Station may or may not wish to be a part of.

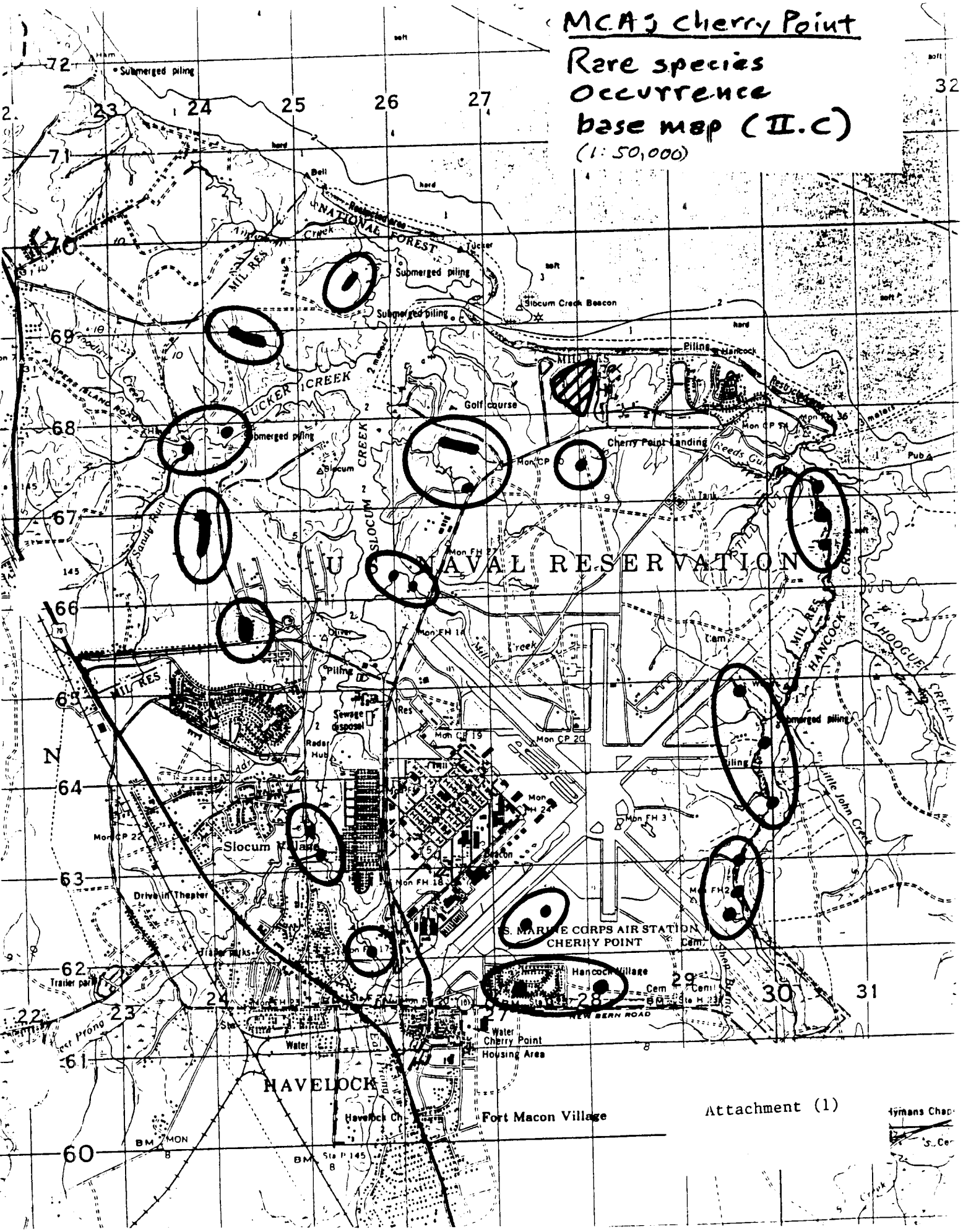
▸ Should the TCLP rule change to include F-listed waste there will be additional cost to re-evaluated the Air Station waste streams. There may be increased hazardous waste generated by the Air Station if more waste streams are identified.

▸ All environmental regulations seem to be getting more stringent, requiring more intensive management measures, thereby inflating capital and O&M costs of all facilities.

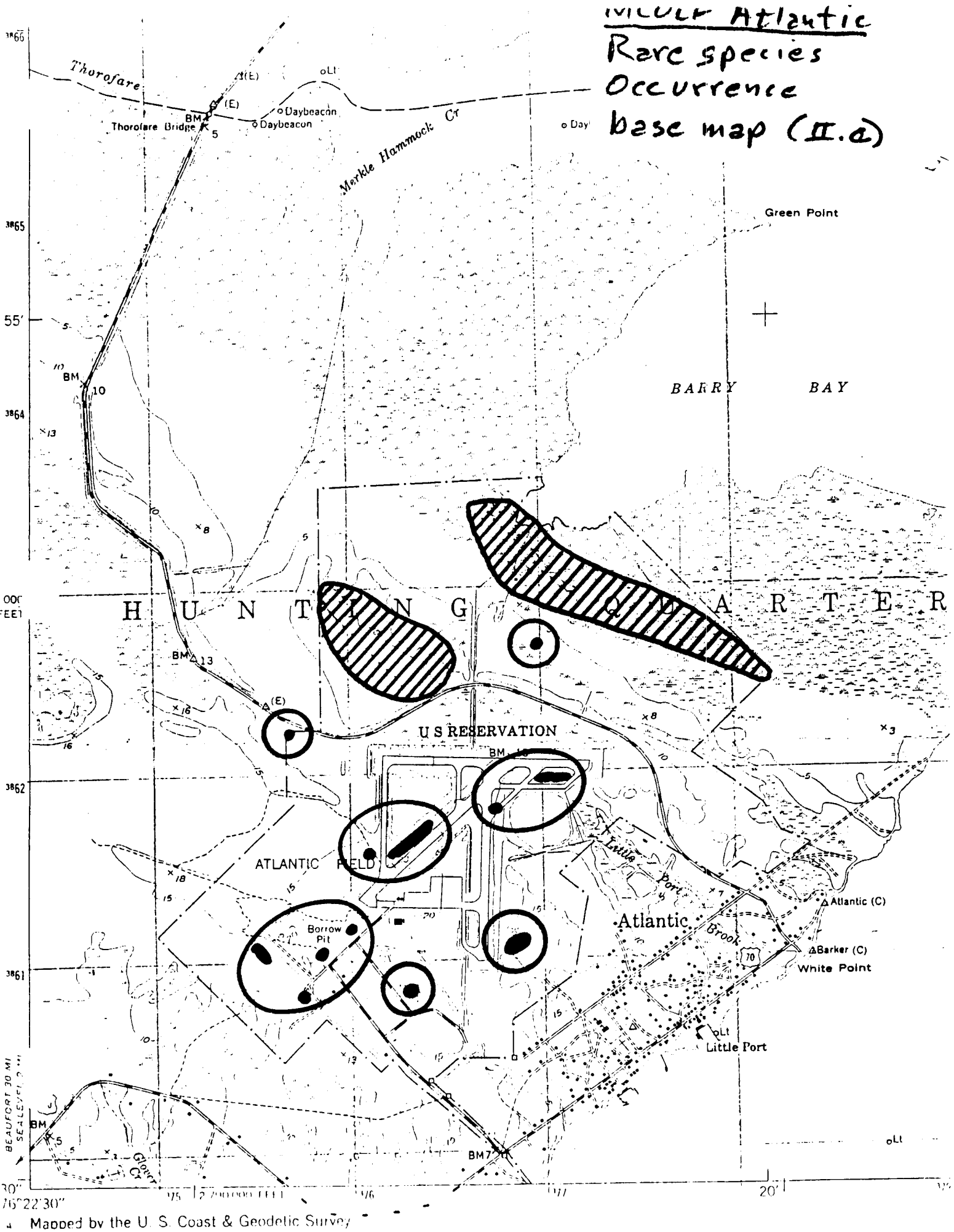
MCAS Cherry Point

Rare species occurrence base map (II.C)

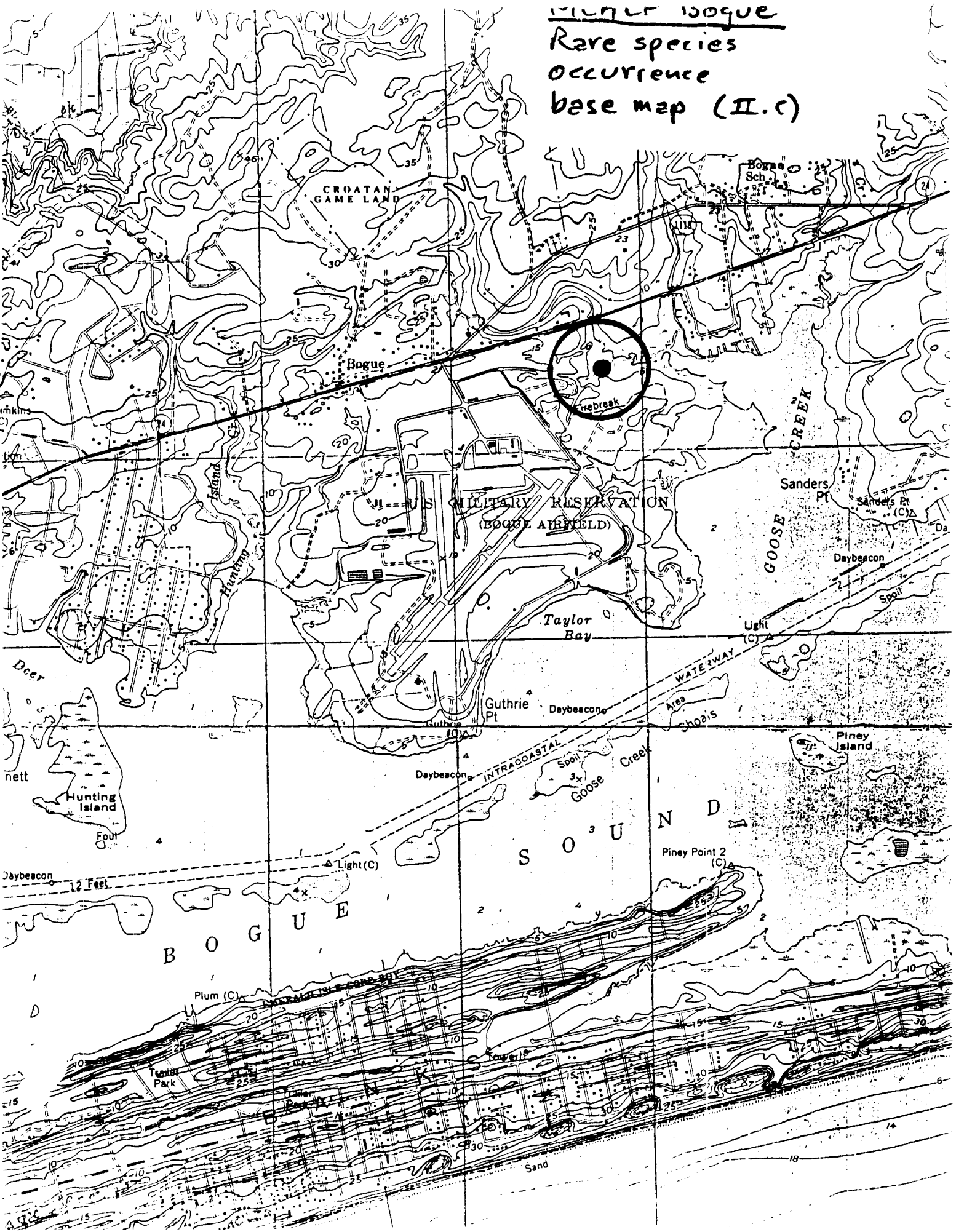
(1:50,000)



Attachment (1)

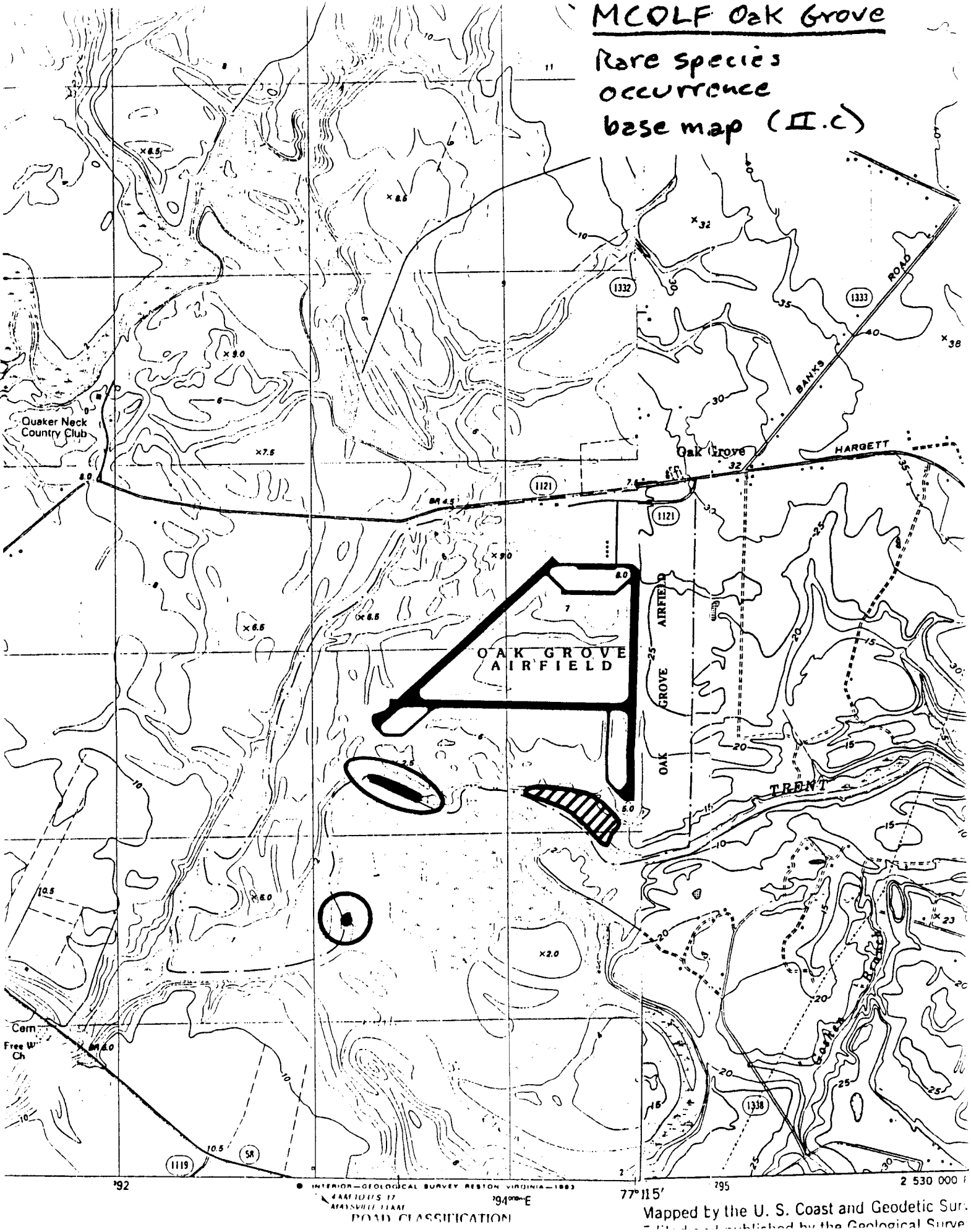

MCUL Atlantic
Rare species
Occurrence
base map (II.a)
Thorofare
Thorofare Bridge
Daybeacon
Daybeacon
Merkle Hammock Cr
Green Point
BARRY BAY
H U N T I N G Q U A R T E R
U S RESERVATION
ATLANTIC FIELD
Borrow Pit
Little Port Brook
Atlantic
Atlantic (C)
Barker (C)
White Point
Little Port
Glover Cr
BEAUFORT 30 MI
SEA LEVEL
76°22'30"
20'
Mapped by the U. S. Coast & Geodetic Survey

Michael Bogue
Rare species
occurrence
base map (II.c)

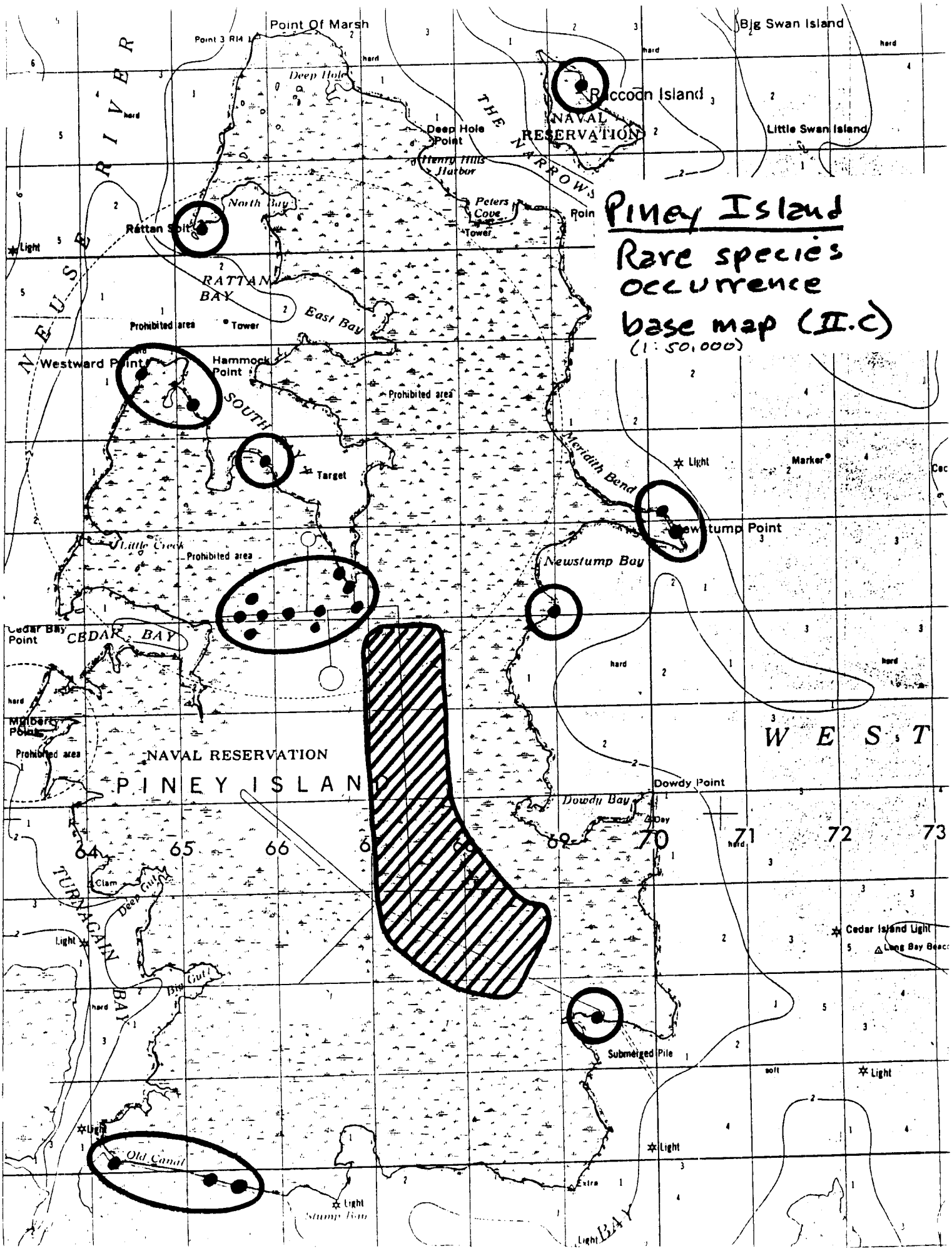


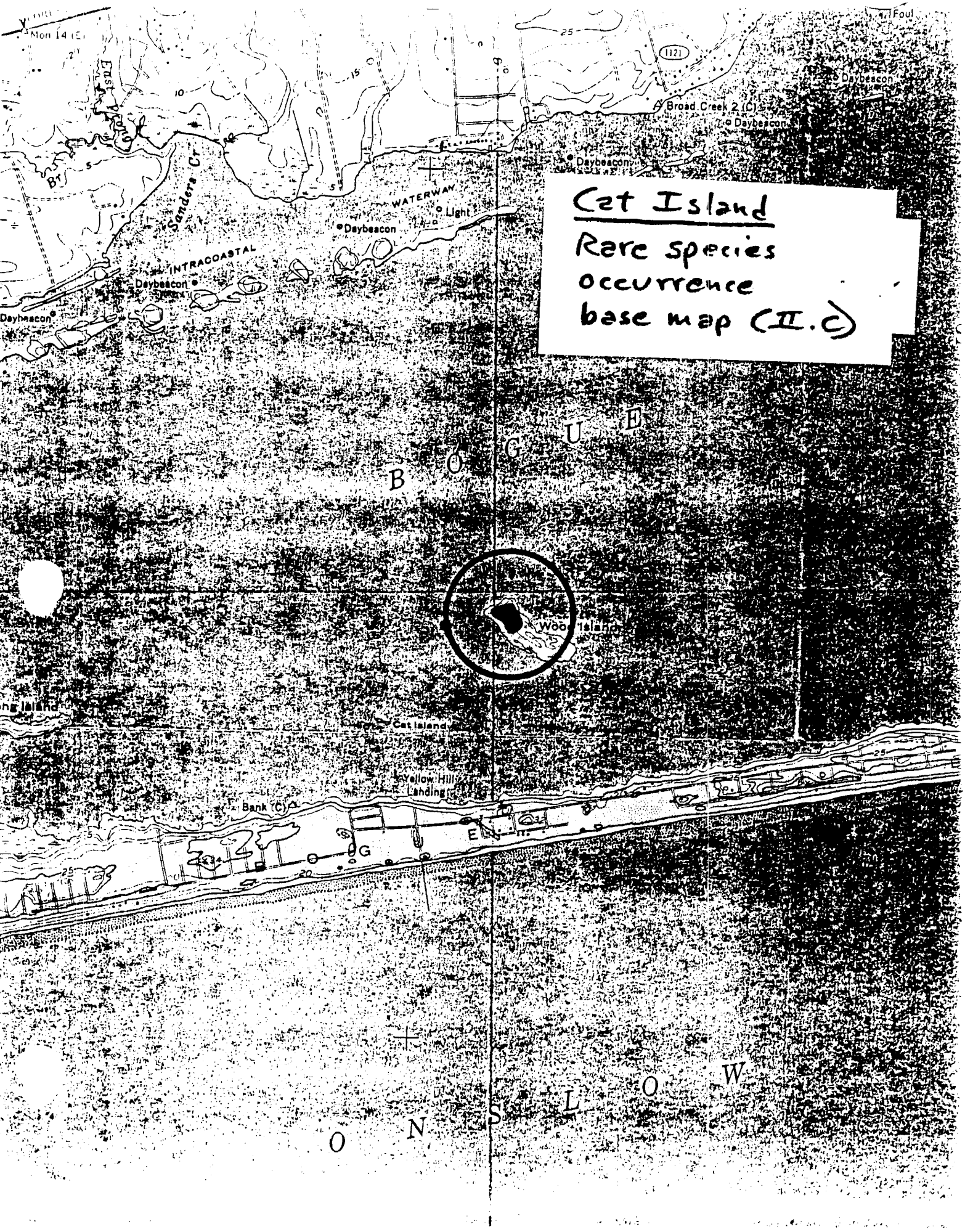
MCOLF Oak Grove

Rare species occurrence base map (II.c)

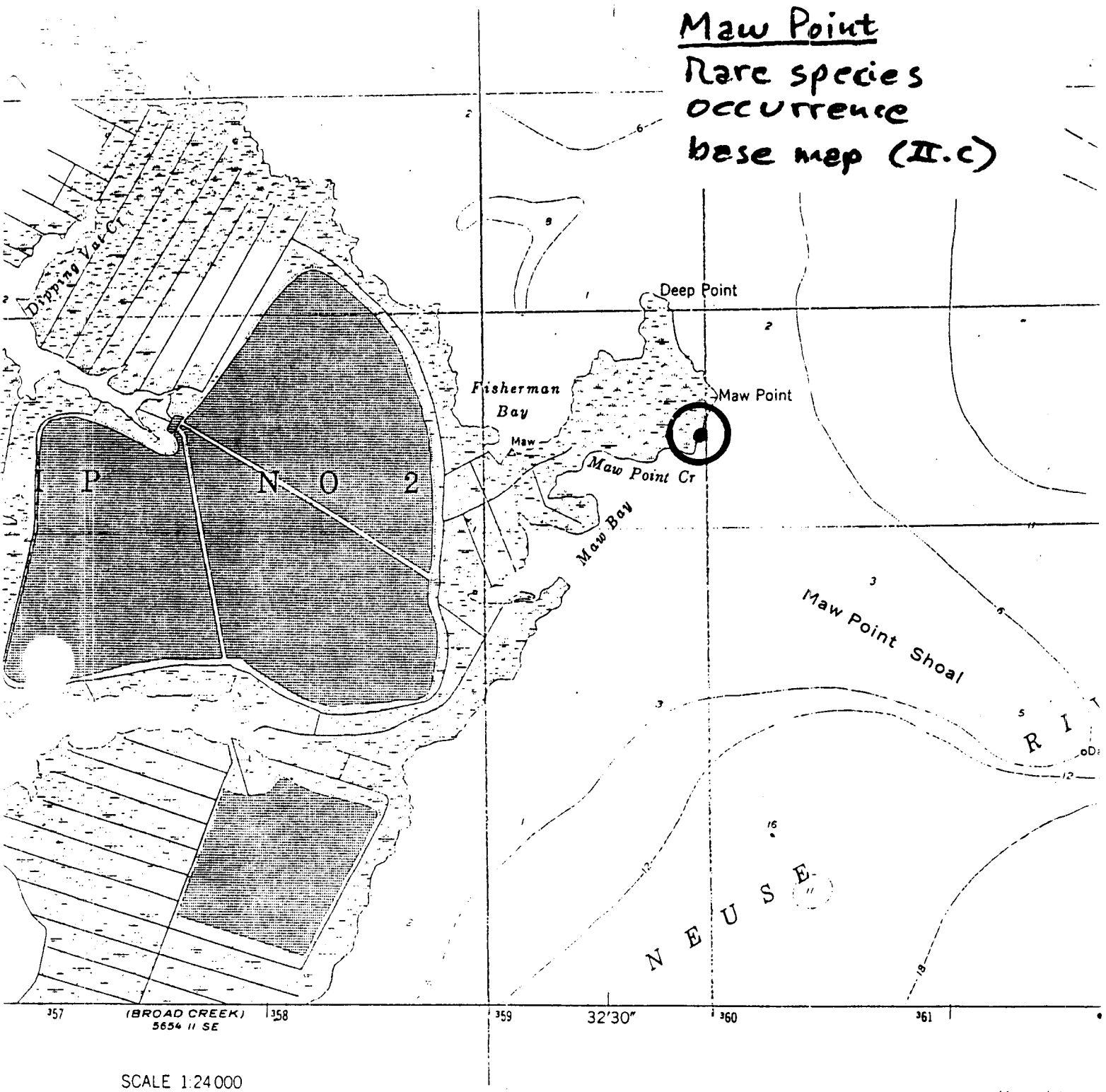


Mapped by the U. S. Coast and Geodetic Sur
Edited and published by the Geological Surve


Piney Island
Rare species occurrence base map (II.C)
(1:50,000)
Point Of Marsh
Big Swan Island
Raccoon Island
NAVAL RESERVATION
Little Swan Island
Deep Hole
Deep Hole Point
Henry Mills Harbor
THE NARROWS
North Bay
Peters Cove
Tower
Rattan Spit
RATTAN BAY
East Bay
Prohibited area
Tower
NEUSE RIVER
Westward Point
Hammock Point
SOUTH BAY
Prohibited area
Target
Meridith Bend
Light
Marker
Newstump Point
Newstump Bay
Little Creek
Prohibited area
Cedar Bay Point
CEDAR BAY
Mulberry Point
Prohibited area
NAVAL RESERVATION
PINEY ISLAND
WEST
Dowdy Point
Dowdy Bay
64
65
66
67
68
69
70
71
72
73
Clam
Deep Gut
TURNAGAIN BAY
Big Gut
Cedar Island Light
Long Bay Beac
Submerged Pile
Light
Old Canal
Stump Item
Light BAY


Cat Island
Rare species occurrence base map (II.c)
Mon 14 (C)
East Pond
Sanders Ct
Broad Creek 2 (C)
Daybeacon
WATERWAY
Light
INTRACOASTAL
Foul
1121
Wood Island
Cat Island
Yellow Hill Landing
Bank (C)
B O G U E
O N S L O W

Maw Point
Rare species occurrence base map (II.c)



SCALE 1:24 000

0 — 1 MILE

1000 2000 3000 4000 5000 6000 7000 FEET

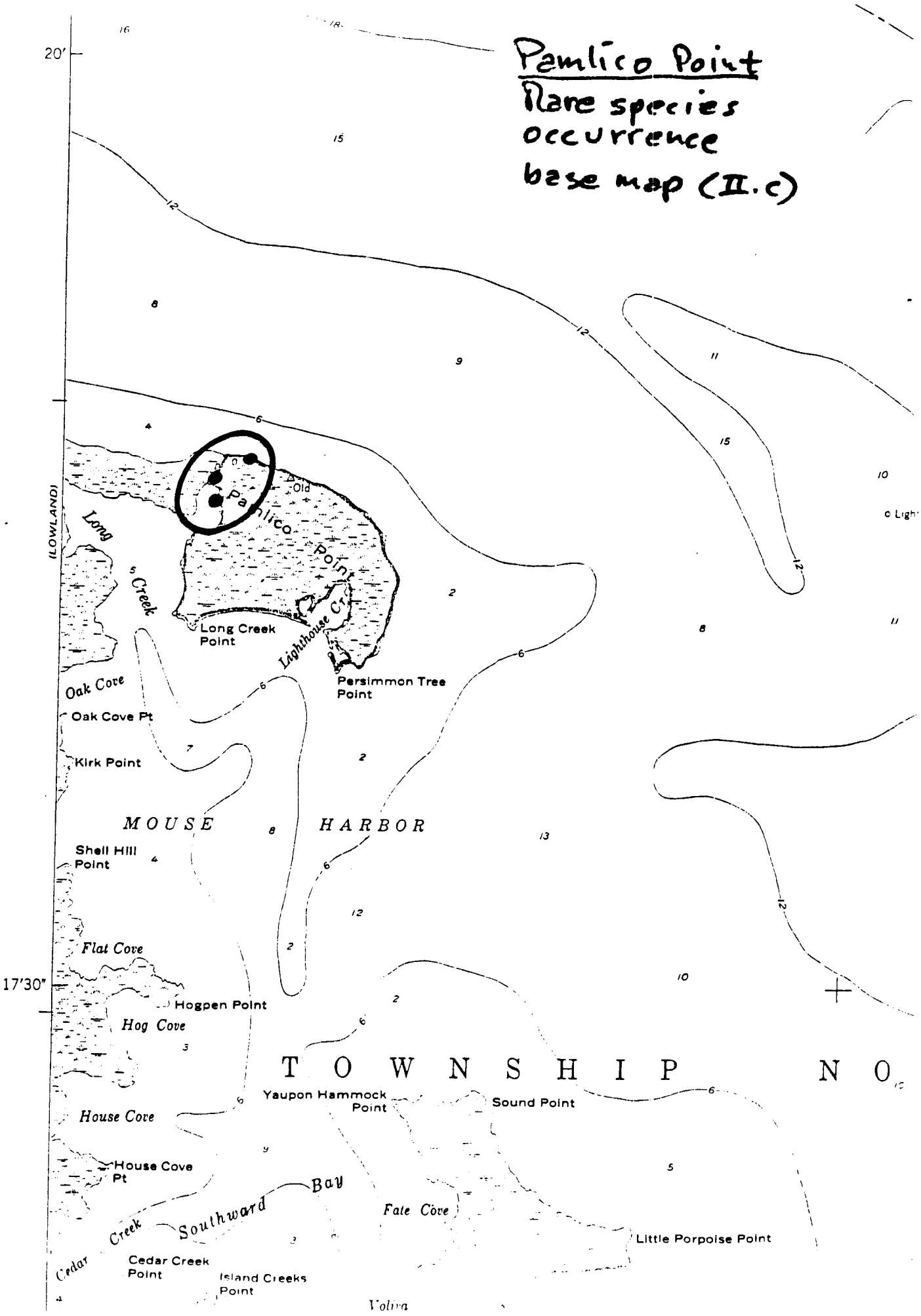
5 0 1 KILOMETER

Heavy-duty
Medium-duty

CONTOUR INTERVAL 5 FEET
GEODETIC VERTICAL DATUM OF 1929
SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
PERIODIC TIDES IN THIS AREA ARE NEGLIGIBLE

MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
ING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION


Pamlico Point
Rare species occurrence base map (II.c)
20'
17'30"
(LOWLAND)
Old
Pamlico Point
Long Creek
Long Creek Point
Lighthouse Cr
Persimmon Tree Point
Oak Cove
Oak Cove Pt
Kirk Point
MOUSE HARBOR
Shell Hill Point
Flat Cove
Hogpen Point
Hog Cove
TOWNSHIP NO
Yaupon Hammock Point
Sound Point
House Cove
House Cove Pt
Southward Bay
Fate Cove
Little Porpoise Point
Cedar Creek
Cedar Creek Point
Island Creeks Point
Volivia

SUMMARY PROJECT LIST
MCAS CHERRY POINT, CHERRY POINT, NC

Index: Fund Year + EPA Class + Project#
Project Status: All

Project# Project-Name ($000)
Law/Reg EPA-class Assessment Progress Violation Fund-Code Budgeted
Fund-Year Plan-Start Construct-Start Construct-End

/ / / / / /

/ / / / / /

/ / / / / /

0014691469 DISCONTINUED -- COMBINED WITH 0014629117
RC 1 H DISC N O&MMC 10
99 10/01/93 05/01/94 09/30/94

0014636832 PCB CONTAMINATED SOIL REMOVAL
SF 2 H CMPL N O&MMC 119
89 / / 01/01/89 07/01/89

0014691473 UST REMEDIATION
RC 1 H PP N O&MMC 950
91 02/01/91 06/01/91 12/01/91

0014696460 UPGRADE WASTEWATER TREATMENT FACILITIES
CW 1 H CON N MC 18050
91 01/01/88 01/03/93 03/01/94

0014603006 AIR TOXICS INVENTORY & DISPERSION MODELING
CA 2 H WRK N O&MMC 440
91 12/01/90 01/01/92 01/01/93

0014623874 REMEDIAL DESIGN/REMEDIAL ACTION OF SWMU'S
SF 2 H PP N DE 36467
91 12/01/91 07/01/95 11/30/95

SUMMARY PROJECT LIST
MCAS CHERRY POINT, CHERRY POINT, NC

Index: Fund Year + EPA Class + Project#
Project Status: All

```
Project#  Project-Name                                                ($000)
  Law/Reg EPA-class Assessment Progress Violation Fund-Code Budgeted
    Fund-Year Plan-Start Construct-Start Construct-End
-------------------------------------------------------------------------
0014650281 ENDANGERED SPECIES SURVEY
    ES        2         M        WRK        N     O&MMC          35
      91       06/01/91       /  /           /  /

0014670393 RI/FS
    SF        3         H        PP         N     O&MMC        3047
      91         /  /       09/01/84       09/30/92

0014604816 DISCONTINUED -- ABOVEGROUND STORAGE TANK CONTAINME
    CW        1         H        CON        N
      93       10/01/93     06/01/94       04/01/95

0014606057 DISCONTINUED -- ENTRY DUPLICATION
    RC        1         H        DISC       N
      93       10/01/93       /  /           /  /

0014616017 U.S. COAST GUARD OIL SPILL RESPONSE PLAN
    CW        1         H        OTH        N     O&MMC          50
      93       04/01/93       /  /           /  /

0014642437 PURCHASE ALARM SYSTEM FOR HW ACCUMULATION SITES
    RC        1         H        CMPL       Y     O&MMC          17
      93         /  /       09/01/93       12/31/93

0014662350 TANK FARM "A" BERMED CONCRETE FUEL TRANSFER PAD
    CW        1         H        CON        N     O&MMC          39
      93         /  /       10/01/92       09/30/93

0014682928 DISCONTINUED -- COMBINED WITH 0014610119
    RC        1         H        DISC       N
      93         /  /       06/30/93       09/30/93

0014608367 WASTE RECOVERY PROCESSING CENTER
    RC        2         H        OTH        N     O&MMC          39
      93         /  /       04/01/93       09/30/93
```

SUMMARY PROJECT LIST
MCAS CHERRY POINT, CHERRY POINT, NC

Index: Fund Year + EPA Class + Project#
Project Status: All

```
Project#  Project-Name                                                ($000)
  Law/Reg EPA-class Assessment Progress Violation Fund-Code Budgeted
    Fund-Year Plan-Start Construct-Start Construct-End
-------------------------------------------------------------------------
0014624732 DISCONTINUED -- PROJECT UNDER IR PROGRAM
    SF        2         H        DISC       N     O&MMC          300
      93       10/01/92       /  /           /  /

0014629431 REMOVE AND REPLACE 8 UNDERGROUND STORAGE TANKS
    RC        2         H        CON        N     O&MMC          356
      93       05/01/93     08/15/93       12/31/93

0014638217 STORMWATER BEST MANAGEMENT PLAN (BMP) STUDY/DESIGN
    CW        2         H        OTH        N     O&MMC           70
      93       10/01/92       /  /           /  /

0014657295 REMOVE 8 USTS AND INSTALL 4 ABOVEGROUND TANKS
    RC        2         H        DES        N     O&MMC          213
      93       04/01/93     06/01/93       09/17/93

0014672213 CONTAMINATED SOIL REMEDIATION
    RC        2         H        PP         N     O&MMC          200
      93          /  /       10/01/93       12/01/93

0014685769 DEFERRED - BT-11 WASTEWATER TREATMENT COLLECTION
    CW        2         M        DEF        N     O&MMC           57
      93       04/01/93     10/01/94       09/30/95

0014607426 PHASE 4  HAZARDOUS WASTE STORAGE SITE IMPROVEMENTS
    RC        3         H        CON        N     O&MMC          147
      93          /  /       10/01/92       09/30/93

0014613836 DEFERRED - WETLAND PILOT RESEARCH PROJECT
    CW        3         H        DEF        N     O&MMC           45
      93       10/01/92       /  /           /  /

0014620759 DISCONTINUED -- INSPECT WETWELLS AND LIFT STATIONS
    CW        3         H        PP         N     O&MMC           75
      93       10/01/92       /  /           /  /
```

SUMMARY PROJECT LIST
MCAS CHERRY POINT, CHERRY POINT, NC

Index: Fund Year + EPA Class + Project#
Project Status: All

```
Project#  Project-Name                                                ($000)
  Law/Reg EPA-class Assessment Progress Violation Fund-Code Budgeted
    Fund-Year Plan-Start Construct-Start Construct-End
-----------------------------------------------------------------------
0014621681 PHASE 1  HAZARDOUS WASTE STORAGE SITE IMPROVEMENTS
    RC        3         M        CON        N     O&MMC          153
      93        /  /       10/01/92       09/30/93

0014623958 DISCONTINUED
    ZZ        3         H        DISC       N
      93      10/01/92       /  /           /  /

0014625503 DISCONTINUED -- COMBINED WITH 0014687235
    MU        3         H        DISC       N     O&MMC            3
      93      10/01/93       /  /           /  /

0014626756 DISCONTINUED
    ZZ        3         H        DISC       N
      93        /  /       12/01/92       01/31/94

0014627302 DISCONTINUED
    ZZ        3         M        DISC       N
      93      10/01/92       /  /           /  /

0014631591 FISH POND ACCESS ROAD MAINTENANCE
    ZZ        3         M        CNTS       N     UNFDREIM         5
      93        /  /       10/01/92       09/30/93

0014634301 DISCONTINUED -- PROCURE BATCH SAMPLING LIQUID PART
    RC        3         H        OTH        N     PR             108
      93      04/01/93       /  /           /  /

0014642376 HALOGEN LEAK DETECTORS
    RC        3         H        PP         N     PR               2
      93        /  /       10/01/93       03/31/94

0014650048 PINEY ISLAND WATERFOWL RESEARCH PROJECT
    ZZ        3         H        CMPL       N     UNFDREIM        50
      93      10/01/92       /  /           /  /
```

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

_____

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

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

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

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

AIR STATION/FACILITY - UIC MCAS Cherry Point, North Carolina - M00146
STATION CAPACITY

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

Airfield Name: MCAS Cherry Point

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

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
5L	8490	200	1120 DDT		x			E-28 , E-5 OVRN
23R	7600	200	1120 DDT		x	x		E-28
5R	8190	200	856 DDT		x			E-28
23L	8190	200	856 DDT		x			E-28, E-5 OVRN
14L	8980	200	680 DDT		x			E-28
32R	8980	200	680 DDT		x			E-28, E-5 OVRN
14R	8400	200	958 DDT		x			E-28, E-5 OVRN
32L	7500	200	958 DDT	x				E-28

F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

Airfield Name: MCALF Bogue

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

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
05/23	4010	96	175 ST		x	x		M-21

F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

Airfield Name: MCOLF Atlantic

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

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
10-28	3500	150		N	O	N	E	NONE
05-23	3678	150		N	O	N	E	NONE
01	3575	150		N	O	N	E	NONE

F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

Airfield Name: MCOLF Oak Grove

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

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
05/23	4100	150	Unknown				x	None
09/27	4000	150	Unknown				x	None
18/36	4200	150	Unknown				x	None

F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

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

MCAS Cherry Point:

Apron/ramp/taxiway Location - ID	SF	Comp*	ID Type/Model A/C Prohibited	Comments
Runway 5R - R5	1760000	AC		
Runway 14L - R14	1810000	AC		
Runway 23R - R23	1800000	AC		
Runway 32L - R32	1800000	AC		
Taxiway A - TXA	40000	AC		
Taxiway B - TXB	115000	PCC		
Taxiway C - TXC	127500	AC		
Taxiway D -TXD	130725	AC		
Taxiway E - TXE	200480	AC		
Taxiway F - TXF	2240000	AC		
Taxiway G -TXG	108300	PCC		
Inbound Taxiway - TXIN	479700	AC		
Taxiway J -TXJ	27225	AC		
Outbound Taxiway TXOUT	234825	AC/PCC		
Apron & Taxiway I APRI	1175000	PCC		
AV-8 Refuel area FL1	180000	PCC		
Heavy Refueling Area - FL2	318375	PCC		
Crash Crew Apron CRAPR	630000	AC		
Combat Loading Area - CALA	612350	PCC		

A/C Parking Aprons - APRON	5060350	PCC		
A/C Weapons Training - AWT	37500	PCC		
A/C Weapons Train TX - AWTTX	27500	AC		
High Pwr Runup Area - RNP	195000	AC		
Compass Rose - ROSE	46375	PCC		
VSTOL-23 (NE Pad) - V23	112500	AC/PCC		
VSTOL-32 (SE Pad) - V32	112500	AC/PCC		
Warmup Area 3 - WRMP	870000	AC		

* PCC = Portland Cement Concrete; AC = Asphaltic Concrete

NOTE: Additional ramp space and taxiways are planned as a result of BRAC '93 realignment of NAS Cecil field assets (14 squadrons with 204 F/A-18 aircraft) to MCAS Cherry Point. Five fleet squadrons currently planned to occupy existing facilities. Facilities for the nine remaining squadrons to be built; exact numbers not available at this time.

MCALF Bogue: No aprons, ramps or taxiways on inventory.

Apron/ramp/taxiway Location - ID	SF	Comp.	ID Type/Model A/C Prohibited	Comments
05/23	384,960	AM-2	Larger than C-130	

MCOLF Atlantic:

Apron/ramp/taxiway Location - ID	SF	Comp.	ID Type/Model A/C Prohibited	Comments
Taxiway	601,119	AC	C-130 and larger	Limited Load bearing
Apron	389,214	PCC	-do-	-do-

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MCOLF Oak Grove:

Apron/ramp/taxiway Location - ID	SF	Comp.	ID Type/Model A/C Prohibited	Comments
Apron	876,798	AC	See Note 1	See Note 2
05/23	615,000	AC	-do-	-do-
09/27	600,000	AC	-do-	-do-
18/36	630,000	AC	-do-	-do-

Note 1 - Normally used by Helicopters. AV-8 use facility with AM-2 matting
Note 2 - Constructed in 1942 with no major repairs since.

1c. Do you have **high speed taxiways**? Discuss number and impact on airfield operations.

MCAS Cherry Point - Yes. Two high speed taxiways provide rapid access to the airfield center mat area from the Aerial Port of Embarkation (APOE) and from all parking ramps. The traffic design has all traffic arriving to and departing from the center mat area.

MCALF Bogue, MCOLF Atlantic & MCOLF Oak Grove - No

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

MCAS Cherry Point - Yes. All runways with approved instrument approaches terminate at a mat area in the center of the airfield. All parking ramps and the APOE are accessible by high speed taxiways and off duty runways.

MCALF Bogue, MCOLF Atlantic & MCOLF Oak Grove - No

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain

MCAS Cherry Point: VFR pattern is left-hand traffic for all runways except 32 which is right hand (avoids overflight of Havelock). (See also attachment (1))

Approach	Segment	Type	Position	Ht(MSL)	
NDB Rwy 32L	Final	Trees	34 52'30"N76 50'00"W	85	
	MisApp	Tower	34 53'34"N76 54'06"W	212	TACAN
Rwy 32L	Final	Antenna	34 50'02"N76 48'10"W	90	
	MisApp	Trees	34 55'31"N76 51'16"W	85	
ASR Rwy 5R	Final	Tank	34 53'14"N76 54'39"W	132	
	MisApp	Tower	34 53'41"N76 53'11"W	212	
ASR Rwy 14L	Final	Water twr	34 56'05"N76 53'39"W	156	
	MisApp	Water twr	34 56'05"N76 53'39"W	156	

MCOLF Oak Grove:

Apron/ramp/taxiway Location - ID	SF	Comp.	ID Type/Model A/C Prohibited	Comments
Apron	876,798	AC	See Note 1	See Note 2
05/23	615,000	AC	-do-	-do-
09/27	600,000	AC	-do-	-do-
18/36	630,000	AC	-do-	-do-

Note 1 - Normally used by Helicopters. AV-8 use facility with AM-2 matting
Note 2 - Constructed in 1942 with no major unrepaires since.

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MCALF Bogue, MCOLF Atlantic & MCOLF Oak Grove - No

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

MCAS Cherry Point - Yes. All runways with approved instrument approaches terminate at a mat area in the center of the airfield. All parking ramps and the APOE are accessible by high speed taxiways and off duty runways.

MCALF Bogue, MCOLF Atlantic & MCOLF Oak Grove - No

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain

MCAS Cherry Point: (See also attachment (1))

Approach	Segment	Type	Position	Ht(MSL)
NDB Rwy 32L	Final	Trees	34 52'30"N76 50'00"W	85
	MisApp	Tower	34 53'34"N76 54'06"W	212
TACAN Rwy 32L	Final	Antenna	34 50'02"N76 48'10"W	90
	MisApp	Trees	34 55'31"N76 51'16"W	85
ASR Rwy 5R	Final	Tank	34 53'14"N76 54'39"W	132
	MisApp	Tower	34 53'41"N76 53'11"W	212
ASR Rwy 14L	Final	Water twr	34 56'05"N76 53'39"W	156
	MisApp	Water twr	34 56'05"N76 53'39"W	156

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	MisApp	Water twr	34 56'05"N76 53'39"W	156
ASR Rwy 23R	Final	Trees	34 55'31"N76 51'16"W	85
	MisApp	Antenna	34 54'06"N76 52'11"W	157
ASR Rwy 32L	Final	Trees	34 52'46"N76 51'17"W	85
	MisApp	Tower	34 53'41"N76 54'06"W	212
PAR Rwy 5R	Final	Trees	34 52'54"N76 54'23"W	85
	MisApp	Antenna	34 53'48"N76 53'35"W	104
PAR Rwy 14L	Final	Tank	34 56'02"N76 54'42"W	147
	MisApp	Water Twr	34 54'05"N76 53'40"W	156
PAR Rwy 23R	Final	Trees	34 55'31"N76 51'15"W	85
	MisApp	Antenna	34 54'06"N76 52'11"W	157
PAR Rwy 32L	Final	Antenna	34 50'02"N76 48'10"W	90
	MisApp	Tower	34 53'41"N76 53'11"W	212

MCALF Bogue:

No approach obstructions. Traffic pattern to 05 is left hand 1000' and 1.5 NM abeam to avoid White Oak Elementary school. Rnwy 23: 1000' and 1.25 NM left hand.

MCOLF Atlantic:

Trees along runways (within 5 feet). Will only support helicopters and/or Harriers

MCOLF Oak Grove:

75' trees within 100' of rnwy. Flight pattern east of 18/36 to avoid local civilian areas.

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

MCAS Cherry Point: The facilities are designed for tactical jet aircraft. Specific facilities for the AV-8 vertical landings are available at MCAS Cherry point as well as helicopter landing zones and hard surface helo pads. Carrier deck lighting is installed on one of the runways at MCAS Cherry Point for Fielf Carrier Landing Practice (FCLP).

MCALF Bogue: Manned airfield.

MCOLF Atlantic: Unmanned airfield. Pattern at discretion of pilot or Tower (when manned) or LSO/LSS.

MCOLF Oak Grove: Unmanned airfield.

ASR Rwy 23R	Final	Trees	34 55'31"N76 51'16"W	85
	MisApp	Antenna	34 54'06"N76 52'11"W	157
ASR Rwy 32L	Final	Trees	34 52'46"N76 51'17"W	85
	MisApp	Tower	34 53'41"N76 54'06"W	212
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	MisApp	Antenna	34 53'48"N76 53'35"W	104
PAR Rwy 14L	Final	Tank	34 56'02"N76 54'42"W	147
	MisApp	Water Twr	34 54'05"N76 53'40"W	156
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PAR Rwy 32L	Final	Antenna	34 50'02"N76 48'10"W	90
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MCALF Bogue:

No approach obstructions. Traffic pattern to 05 is left hand 1000' and 1.5 NM abeam to avoid White Oak Elementary school. Rwy 23: 1000' and 1.25 NM left hand.

MCOLF Atlantic:

Trees along runways (within 5 feet). Will only support helicopters and/or Harriers

MCOLF Oak Grove:

75' trees within 100' of rwy. Flight pattern east of 18/36 to avoid local civilian areas.

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

MCAS Cherry Point: The facilities are designed for tactical jet aircraft. Specific facilities for the AV-8 vertical landings are available at MCAS Cherry point as well as helicopter landing zones and hard surface helo pads. Carrier deck lighting is installed on one of the runways at MCAS Cherry Point for Fleet Carrier Landing Practice (FCLP).

MCALF Bogue: Expeditionary airfield. AM-2 matting only.

MCOLF Atlantic: Originally designed for propeller A/C, now used only for helicopter operations.

MCOLF Oak Grove: Undeveloped training facility only.

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

Airfield	# Flight Ops/Hr		Comments on Limiting Factors
	IMC	VMC	
MCAS Cherry Point	60*	240**	Parallel runways are not offset enough to allow simultaneous use for IFR separation.
MCALF Bogue	12	120	ATC restrictions for radar approaches: Not authorized if G-10 complex is in use. When wx below 2000/3, only one aircraft may be controlled by Bogue GCA.
MCOLF Atlantic	0	50	VFR field only. No ATC facilities presently located this site. Radar departures/approaches not authorized. No ops when wx below 1000/3.
MCOLF Oak Grove	***	***	***

* This figure assumes consecutive radar approaches every 2 minutes by single tactical jet aircraft.

** This figure assumes 2 arrivals and 2 departures every minute by single tactical jet aircraft.

*** Addressed in MCAS New River response to this data call.

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

FY	MCAS Cherry Point		MCALF Bogue		MCOLF Atlantic		MCOLF Oak Grove	
	# Ops	# Days	# Ops	# Days	# Ops.	# Days	# Ops.	# Days
1991	13,007	30	1,057	20	*	*	**	**
1992	12,816	30	1,141	20				
1993	12,940	30	1,044	20				

* Data not available

** Answered in MCAS New River response to this Data Call

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

The main field (Cherry Point) is not routinely used for FCLPs and there is no historical data from which to derive a percentage. MCALF Bogue data indicates that for CY 1991, 1992 and 1993 the FCLP percentages are 61%, 67% and 71% respectively. No data available for MCOLF Atlantic or MCOLF Oak Grove.

2d.. Are you designated as an **authorized divert field** for any non-DoD aircraft? Explain.

Yes. Cherry Point serves as an emergency divert field for the NASA shuttle orbiter.
No for the other fields.

2e. Is your airfield designated as a **joint use airfield** (i.e. civilian/military, APOE)? If yes, explain mission and identify any special joint use facilities, equipment, or operational practices.

Yes. Cherry Point provides base operational and logistical support to the Second Marine Air Wing. It additionally serves as an APOE for East coast units. Cherry Point provides approach control service to the New Bern and Morehead/Beaufort airports as well as MCALF Bogue, MCOLF Atlantic and MCOLF Oak Grove. Cherry point is host to Army, Navy and Air Force units during Major Joint exercises such as FleetEx, Solid Shield/Agile Provider. COMCABEAST (CG MCAS Cherry Point) is also the Regional Airspace Coordinator (RAC) for local Special Use Airspaces (SUAs).

No for other fields except for the purposes of supporting specifically scheduled joint exercises.

2f. Are you a NATO designated facility? If yes, explain mission and identify any special NATO facilities, equipment, or operational practices.

Although not specifically designated a NATO facility, an Italian detachment is co-located with VMAT-203 aboard MCAS Cherry Point for the training of AV-8 pilots and support personnel.

No for other fields.

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

Cherry Point: 1991 - 3%, 1992 - 4.5%, 1993 - 3.5%
Other Fields: 0%

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

There are no major civilian air traffic structures that impact the immediate vicinity of MCAS Cherry Point or its associated fields.

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

The special use airspace that provides the majority of military training for MCAS Cherry Point may be affected by an expansion of domestic airspace. Presidential Proclamation 5928 of December 27, 1988, extended the territorial limit of United States sovereignty from 3 to 12 nautical miles. Since then, DoD has received temporary refief from this situation in the form of Special Federal Avation Regulation 53, which has permitted the military to continue to use this airspace under a category of airspace entitle "regulatory warning areas." This action is scheduled to expire 15 January 1996. The FAA has advised DoD that additional extensions are unlikely.

Cherry Point is coordinating through the Department of the Navy Representative to convert this soon-to-be-domestic airspace to Military Operating Areas to avoid a 9 mile gap between the restricted areas and the warning areas.

2j. List the normal **hours of operation** for the main airfield and each auxiliary airfield. Indicate if this schedule varies by month or season. If not 24 hour a day operation, explain (i.e. noise restricted). Without the indicated constraints all MCABE fields could conduct 24 hour operations. Fields include: MCAS Cherry Point, MCAS New River, MCAS Beaufort, MCALF Bogue, MCOLF Oak Grove and MCOLF Atlantic.

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
MCAS Cherry Point	1900z-0300z	1000z-0400z	----->	----->	----->	----->	1200z 2000z
MCALF Bogue *	Closed	1400z-2400z	----->	----->	----->	1400z-1700z	Closed
MCOLF Atlantic	**						
MCOLF Oak Grove	***						

* During daylight savings time: Monday-Thursday 1600z-0200z and Friday 1300z-1600z
** No set schedule of operation.
*** Answered in MCAS New River response to this Data Call

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

There are no major civilian air traffic structures that impact the immediate vicinity of MCAS Cherry Point or its associated fields.

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

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
MCAS Cherry Point	1900z-0300z	1000z-0400z	----->	----->	----->	----->	1200z 2000z
MCALF Bogue *	Closed	1400z-2400z	----->	----->	----->	1400z-1700z	Closed
MCOLF Atlantic	**						
MCOLF Oak Grove	***						

* During daylight savings time: Monday-Thursday 1600z-0200z and Friday 1300z-1600z
** No set schedule of operation.
*** Answered in MCAS New River response to this Data Call

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

None

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

None

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

Use of existing facility operational capacity has been maximized. Due to space and location considerations additional field operational capacity can not be realized via MILCON.

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

Although there is no action currently pending, future increases in restrictions (lateral and/or vertical) for National Wildlife Refuges could significantly impact on the use of R5306A and the proposed Core MOA.

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

NAVAID	DESCRIPTION/LOCATION
TACAN - NKT ch 75	34 54.13'N 76 52.51' W Rwy 32L
TACAN - NJM ch 67	34 41.33'N 77 01.65'W Rwy 23
NDB - NKT 245	34 50.03'N 76 48.17'W Rwy 32L

BASING

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

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VMAT 203	18 15	AV8-B TAV8-B	22 15	22 15	22 15	22 15	**
VMA 223	20	AV8-B	20	20	20	20	**
VMA 231	20	-do-	20	20	20	20	**
VMA 542	20	-do-	20	20	20	20	**
VMAQ 1	5	EA6-B	6	6	6	6	**
VMAQ 2	5	-do-	4	4	4	4	**
VMAQ 3	5	-do-	6	6	6	6	**
VMAQ 4	5	-do-	5	5	5	5	**
VMGRT 253	8	KC130-F	8	8	8	8	**
VMGR 252	8 4	KC130-F KC130-R	8 4	8 4	8 4	8 4	**
MALS 14***	3 1	TAV8-B AV8-B	3 1	3	3	3	**
BRAC 1993 realignment of NAS Cecil Field *	204	F/A-18	N/A	N/A	N/A	204	**

* Navy squadrons (13 operational and 1 FRS) and various command and support activities relocating from Cecil Field as a result of BRAC '93 actions are currently scheduled to be stationed aboard MCAS Cherry Point by the end of FY 1998. For further information with regard to these units refer to attachment 5.
** 2001 FSR data not yet available. Best estimate would be to use FY 1999 data.
*** A/C are in deep preservation

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

Squadron/Det Size (#A/C)	Apron Space Used	Hangar Space Assigned	Maintenance Support	Ave length of stay
Transients	13 Spaces	--	Field	24 Hr

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

N/A

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

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

There is a small Marine RSU detachment aboard MCAS Cherry Point for the purposes of coordinating IMA training.

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

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

Remarks: **N/A. No reserve squadrons based at this station.**

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

Squadron/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
SOES	2	C-9B	2	2	2	2	2
-do-	2	UC-12B	2	2	2	2	2
-do-	3	HH-46D	3	3	3	3	3

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

Service/ Agency/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
N/A							

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

Support Unit Identification/ UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/ uncovered in SF)
MWHS-2 M01053	Provides command, administration and supply support, and camp facilities for the Wing Headquarters and certain elements of the MACG.	MCC-2, MF pad MCC-2, Head: 726 Supply Office/Stor: 14409 Band: 7,622 FIIU: 23,561 Armory Storage: 600 MWHS-2 Office: 22,601 MWHS-2 Storage: 2820 G-6: 4,900 Wing NBC: 4195 Wing HQ Offices: 31,696 EAF Food Svcs:1,260 FASO Office/Store: 2,450 Medical Office:2704	0/23 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0
MWSG-27 M00275	Provide admin support for the Group and the Squadron HQ	Operations:11,625 SF Medical: 1,794 SF Supply: 1,520 SF	0/0 0/0 0/0
MWSS-271 M00271	Provide all essential Aviation Ground Support requirements to a designated fixed-wing component of an Aviation Combat Element, and all supporting or attached elements of the Marine Air Control Group.	Sqdn Ops: 5,132 SF Veh Maint: 15,396 SF Engr Maint: 4,000 SF Armory: 5,280 SF Med Supply: 576 SF Supply Ops: 16,161 SF Veh Dispatch: 512 SF Refuel Lot:	0/0 0/516,000 0/128,500 0/0 0/0 0/6,900 0/0 0/142,000
MWSS-274 M00274	Provide all essential Aviation Ground Support requirements to a designated rotary-wing component of an Aviation Combat Element, and all supporting or attached elements of the Marine Air Control Group.	Sqdrn Ops: 9,800 SF EAF Ops: 24,000 SF Engr Maint: 6,609 SF MT Ops/Mat: 17,931 SF Carp Shop: 12,992 SF Supply Ops: 21,548 SF Armory: 5,280 SF	0/0 0/13,125 0/0 0/158,000 0/0 0/12,750 0/0

2d LAAD Bn M00920	Provide close-in surface to air weapons fire in assigned zones of operation defending forward combat areas and installations against low altitude air attacks.	Supply: 9,600 HQ/MT Admin: 26,543 Armory: 150 Motor Transport Lot Haz Mat Pad	0/0 0/0 0/0 0/22,500 0/792
MASS-1 M00820	Provide DASC capabilities for control and coord of A/C operating in direct support of MAGTF operations.	Motor Transport: 6,760 HQ/Ops Admin: 13,133 Supply Admin: 1,260 Supply/DASC: 9,286 Utilities: 960 Armory: 150 Equip. Parking Haz Mat	0/0 0/0 0/0 0/0 0/0 0/0 0/107,440 0/2,000
MWCS-28 M00207	Install, operate and maintain expedionary communications for the ACE of the MEF.	Admin/Comm: 32,760 Motor Transport: 6,760 Utilities: 2,888 Supply: 17,000 Data Comm: 3,000 Armory: 150 Haz Mat Equipment parking	0/0 0/0 0/0 0/0 0/0 0/0 1,500/0 0/86,420
MACS-6 M00973	Provide Air surveillance and control of A/C and surface-to-air missiles for anti-air warfare in support of FMF.	HQ/MMO Admin: 10,307 Supply: 10,234 Motor Transport: 2,620 Refer Maint: 2,160 Radar Maint: 2,280 Radar Dome Fuel Island: 48 OVE Room: 890 Armory: 150 Haz Mat Trans Trans Trans Vehicle Rack: 1,458 Power Cov Equipment Parking Antenna Farms	0/0 0/0 0/0 0/0 0/0 490/0 0/0 0/0 0/0 900/0 0/80 0/500 0/60 0/0 0/1,620 0/78.543 0/1,327,600

3d LAAM M23960	Provide air missile defense of assigned areas of operation or installations therein against low and medium altitude air attack.	HQ Admin: 7,280 Supply: 25,312 Elect Maint: 5,992 HAWK Maint: 5,992 Motor Trans Maint: 5,720 Haz Mat; 840 Btry Ops/Maint: 21,783 Armory: 150 Haz Mat Equipment Parking	0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/0 0/400 0/300,000+
MAG-14 (HQ)	Provide the staff support necessary for the effective command of subordinate squadrons of the MAG	HQ Admin: 9,478 Supply Admin: 2,800 MC Property: 45,120 NBC: 20,500 Armory: 3,000 Embark Storage: 3,200	0/0 0/1,900 0/10,500 0/2,000 0/1,400 0/0
MACG-28 M00073	Provide equipment, maintenance, and operations for the TACC of the ACE as a component of the MACG in support of either a MEF or MEF Fwd. Provide logistic support for HQ, MACG	Admin Spaces: 9,413 Supply Spaces: 5,720 Armory: 150 Utilities: 1,453 Motor Trans: 3,500 NBC: 960 Haz Mat Equip Parking	0/0 0/0 0/0 0/0 0/0 0/0 3,500/0 0/65,000

NOTE: A Naval Hospital and a NADEP are also located aboard MCAS Cherry Point. Data for these facilities is being directly reported by these commands in response to their own BRAC '95 data calls.

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

BRAC '93 mandated the closure of NAS Cecil Field. MCAS Cherry Point was designated as the receiving activity for 14 Squadrons (13 Fleet and 1 FRS) previously assigned to NAS Cecil. Increases to MCAS Cherry Point equate to approximately 5,000 military billets and 204 F/A-18 aircraft. Support for these units will be provided via a combination of utilization of current excess capacity and new MILCON.

See attachment 5 for a breakout of command/support units to be gained by MCAS Cherry Point as a result of BRAC '93.

3d LAAM will be deactivated by September 1994.

MACS-6 will increase in both personnel and equipment with the addition of two Air Traffic Control Detachments. One will be located aboard MCAS Cherry Point and the other aboard MCALF Bogue.

1 LAAD will increase in both personnel and equipment with the fielding of the Avenger Weapons ystem.

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

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

10b. For each of these other **reserve Navy/Marine Corps** units at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

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

Remarks: **N/A**

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

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

N/A

TRAINING SUPPORT

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

Squadron/ Unit	Aircraft Type	Number of Flight Operations/Yr	Comments
VMAT-203	AV-8- & TAV-8B	2,000 Sorties	
VMA-223	AV-8B	1,360 Sorties	*
VMA-231	AV-8B	1,360 Sorties	*
VMA-542	AV-8B	1,360 Sorties	*
VMAQ-1	EA-6B	1,100 Sorties	**
VMAQ-2	EA-6B	1,100 Sorties	**
VMAQ-3	EA-6B	1,100 Sorties	**
VMAQ-4	EA-6B	1,100 Sorties	**
VMGRT-253	KC-130F	500 Sorties	***
VMGR-252	KC-130F & KC-130R	500 Sorties	***
NOTE	F/A-18		

*Based on a 1.5 flight hours per sortie ratio.
** Based on a 2.0 flight hours per sortie ratio.
*** Based on flight schedule averages.
NOTE: Information not available for F/A-18 squadrons (13 operational and 1 FRS) relocating to MCAS Cherry Point from NAS Cecil Field.

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

[1] include RON/domestic deployment training

[1] include RON/domestic deployment training

R

12b. Provide information on all live ordnance bombing ranges within 200 nm.

There are no ranges within 200 nm routinely used for live ordnance.

BT-9 057 R 28.5 nm from NKT ordnance allowed: as blast forecast allows up to 10lbs. TNT equivalent for strafing and explosive ordnance. One live bomb per pass. Not used routinely for live ordnance due to above restrictions.

bt-3: Camp Lejeune controlled. MK-76 practice or MK80 sercies inert only. No HE allowed since 1987.

G-10: Camp Lejeune controlled. MK-76 practice or MK80 inert only.

W-122: FACSFAC VACAPES authorizes live ordnance bombing (bombs & missiles). Units, usually USN, have used the area occasionally during exercises.

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
NOTE						

Remarks:
NOTE: A rough estimate (provided by 2d MAW) for MAG-14 assets:

MAG-14 flight hours x 75% flown in SUA = Total SUA hours =>
46,350 x 0.75 = 34,763 hours in various SUA

Neither 2d MAW nor Range Control keeps this sort of data. There is data maintained for SUA flight hours by A/C type but not by squadron. See 12c for additional information.

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

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]	Operating Limitations[2]
					# Hours	# Hours	
R5306A	NKT 050/12	Gen Trng Bombing	SOTT	1991	3253.5	1715	Note 1
				1992	3188.6	1647.5	
				1993	3100.5	1128.6	
R5306c	NKT 230/15	Gen Trng Photo/Fam	SOTT	1991	463.5	347.6	Note 2
				1992	700	525	
				1993	787.5	590.6	
HAT F MOA	NKT 230/35	Gen Trng Photo & FCF	SOTT	1991	295.1	147.6	Note 3
				1992	279.9	140	
				1993	434.3	217.2	

[1] For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% cancelled due to weather; 10% cancelled for unscheduled range maintenance, etc.).
[2] Provide any comments on operating limitations.
NOTES:
1. Non-utilization hours breakdown: wx = 32%, no show = 53%, A/C maint = 15%
2. Non-utilization hours breakdown: wx = 50%, user sched change = 20%, A/C maint = 20%, other = 10%
3. Non-utilization hours breakdown: wx = 5%, overshed by major exercises = 90%, other = 5%

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

The "Cherry" and "Core" MOAs (currently planned-for but not yet acquired) could be assimilated by central scheduling. The "Hat F" MOA scheduling would be identical with a minor computer program change. Capacity could be increased to 8760 hours per year.

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

Any increase in capacity will require additional personnel. An additional 8760 hours could be added if BT-11 (located in R5306A) were operated as North and South target complexes. Costs would be $350K for weapons scoring and radio equipment.

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

The answer to questions 12d-e reflect an increase in flight training capacity in terms of available hours (i.e. 24 hour per day, 7 days per week). However, it does not necessarily reflect an increase in the quality of training. With additional funding the quality of training could be markedly increased. Examples include:

- Additional Electronic Warfare threats to reflect a greater variety, with more realistic dispersion and the introduction of Early Warning and Height Finding radars incorporated into the command and control system that more accurately represents an Integrated Air Defense System (IADS).

- Additional and improved target complexes which provide target fidelity (currently lacking) and incorporating the TACTS No Drop Weapons Scoring (NDWS) systems' ability to provide true cultural targets.

- Expansion of TACTS system tracking coverage to include improved tracking over Navy and Air Force Dare, MCB Camp Lejeune, and seaward coverage to provide expanded use of airspace for major training exercises.

- Expanded TACTS live operation and debrief facilities to provide for improved live mission conduct and debrief capacity.

At this time estimated costs are difficult to obtain, but several millions of dollars is not unrealistic for equipment. Annual O&M costs would also be incurred on a recurring basis.

12g. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

Size of airspace and non-overflight/non-availability sub areas due to letters of agreement with non-DoD users.

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

YES. W-122 is adjacent airspace - unrestricted. With proper scheduling, personnel and equipment the capacity for air-to-ground and electronic warfare training could easily increase by 500%. Exploitations of the littoral regions of the Cherry Point Operating Area is the key for satisfying additional capacity requirements because of the unrestricted altitude, speed and ordnance capabilities available in the W-122 area.

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

[1] include RON/domestic deployment training

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
MCWST	CherryPt/ Local	Water survival/ Rec Swimming	M00146	All	MCWST	39,104
Rifle Range	Cherry Pt/ Local	Requalification and Matches	-do-	All	Qualification and Familiarization	45,392
Pistol Range	Cherry Pt/ Local	Requalification and Matches	-do-	All	Qualification and Familiarization	13,510
Corporal Leadership	Cherry Pt/ Local	PME	-do-	All	NCO Leadership Training	42,380*
Defensive Driving		Defensive Driving	-do-	All	Defensive Driving Course	6,852
BT-9	NKT 057/28.5 NM	Bombing, EW, Strafing, Spec Ops	-do-	All	Readiness and Weapons Proficiency	820*
BT-11	NKT 078/22 NM	-do-	-do-	All	-do-	1587*
MCALF Bogue	22M/14M Gnd/Air	Air/Ground expeditionary	CG, 2d MAW	All	RAS Field Trng FLCP's to RW/LHA	2236
OLF Atlantic	NKT 100/26 NM	TACTS/EW, Helo LZ, Troop Exer.	-do-	All	-do-	1400

* 1993 data. All other entries are 1990-1993 averages

13a. CONTINUED

[1] include RON/domestic deployment training

Ground Training Facility	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
NBC Facility	Cherry Pt/Local	Annual Requal	M00073	MACG-28	NBC Requal	2,640
TWSEAS Facility	CLNC/ 60miles	MACCS Agency crew trng	-do-	-do-	T&R - exercise; DASC/TACC crew sim ops	2,640
OP-2/G-10 ranges	-do-	CPX/MAGTF exer support	-do-	-do-	T&R - exercise oper site for DASC/LAAM/LAAD	1,400
MOUNT Facility	-do-	Indiv Combat training	-do-	-do-	BST	80
LZ TACC	Cherry Pt/Local	MACCS training	-do-	-do-	CPX, systems training, exercise site	1,500
Crew served wpns ranges	CLNC/ 60miles	M-60/M-2/M-19 FAM requal	-do-	-do-	Readiness and Weapons Proficiency	300
South Twr, Onslow Beach	-do-	HAWK/Stinger annual firex	-do-	-do-	-do-	1344
Combined arms Simulator Trainer	-do-	MEU (SOC) & small unit leader	-do-	-do-	Simulator training for MEU (SOC)	150
Helo Dunker	Cherry Pt/Local	MEU (SOC) training	-do-	-do-	Training requirement for MEU(SOC)	100
Moving Target Simulator	-do-	Shorad Training	-do-	-do-	T&R Crew training in SHORAD	1920

13a. CONTINUED

[1] include RON/domestic deployment training

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
NBC Facility	Cherry Pt/Local	Annual Requal	M00073	MACG-28	NBC Requal	2,640
TWSEAS Facility	CLNC/ 60miles	MACCS Agency crew trng	-do-	-do-	T&R - exercise; DASC/TACC crew sim ops	2,640
OP-2/G-10 ranges	-do-	CPX/MAGTF exer support	-do-	-do-	T&R - exercise oper site for DASC/LAAM/LAAD	1,400
MOUT Facility	-do-	Indiv Combat training	-do-	-do-	BST	80
LZ TACC	Cherry Pt/Local	MACCS training	-do-	-do-	CPX, systems training, exercise site	1,500
Crew served wpns ranges	CLNC/ 60miles	M-60/M-2/M-19 FAM requal	-do-	-do-	Readiness and Weapons Proficiency	300
South Twr, Onslow Beach	-do-	HAWK/Stinger annual firex	-do-	-do-	-do-	1344
Combined arms Simulator Trainer	-do-	MEU (SOC) & small unit leader	-do-	-do-	Simulator training for MEU (SOC)	150
Helo Dunker	Cherry Pt/Local	MEU (SOC) training	-do-	-do-	Training requirement for MEU(SOC)	100
Moving Target Simulator	-do-	Shorad Training	-do-	-do-	T&R Crew training in SHORAD	1920

13a. Is your Helo dunker located inside? (If outside is it used year round?) List all other flight physiology training facilities.

Helo dunker is located inside and is housed in building #3957 MCAS, Cherry Point and is therefore used year round.

Additional flight physiology training facilities, housed in building #4065, are listed below:

Low Pressure (Hypobaric) Chamber device 9A9
Dynamic Ejection Seat trainer device 9E6
Training Ejection Seats; SJU-4, LW-3B, ESCAPAC, GRU-7, SJU-5 & 6, and NACES.

The following water training devices are at the Cherry Point Combat training pool which is an open air pool. These devices are used as weather conditions permit for approximately six months out of the year.

9F2A Parachute drag Simulator
9F6 Parachute Drop and Disentanglement Device
9H1 Helicopter Hoist Device
9H19 Tactical Jet Underwater Breather device
9H21 Shallow Water Egress Trainer (twp units)

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

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]
					# Hours	# Hours
MCWST	Cherry Pt/ Local		M00146	1991	N/A	N/A
	-do-		-do-	1992	4,567	4,567
	-do-		-do-	1993	47,542	45,278
Rifle	-do-		-do-	1991	33,823	28,692
	-do-		-do-	1992	47,029	46,305
	-do-		-do-	1993	47,542	45,278
Pistol	-do-		-do-	1991		
	-do-		-do-	1992		
	-do-		-do-	1993	14,186	13,510
Corporal Leadership	-do-		-do-	1991	N/A	N/A
	-do-		-do-	1992	N/A	N/A
	-do-		-do-	1993	47,450	42,380
Defensive Driving	-do-		-do-	1991	9,005	8,576
	-do-		-do-	1992	5,049	4,808
	-do-		-do-	1993	7,064	6,728
BT-9	NKT 057/28.5NM	Bombing, Strafing, TACTS/EW, Spec Ops	SOTT	1991	912.3	630*
	-do-	-do-	-do-	1992	1506	1057*
	-do-	-do-	-do-	1993	1244.7	820*
BT-11	NKT 078/22NM	-do-	-do-	1991	2679.8	1757.5*
	-do-	-do-	-do-	1992	2988	1926*
	-do-	-do-	-do-	1993	2541.1	1587*
OLF Atlantic	NKT 100/26NM	TACTS/EW, Helo LZ, troop exer	-do-	1991	80.8	Not Avail.
	-do-	-do-	-do-	1992	78.7	-do-
	-do-	-do-	-do-	1993	57.8	-do-

MCALF Bogue	22M/14M Gnd/Air	Air/ ground training	CG, 2d MAW	1991	2236	1118**
	-do-	-do-	-do-	1992	2236	1475***
	-do-	-do-	-do-	1993	2236	1677***

13b. CONTINUED

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]
					# Hours	# Hours
Combined Arms Trainer	Camp Lejeune NC/ 60miles	MEU(SOC), Small unit ldr trng	M00073	1991	150	150
				1992	150	150
				1993	150	150
MOUT Facility	-do-	BST	-do-	1991	80	80
				1992	80	80
				1993	80	80
OP-2/G10	-do-	DASC oper site for exer	-do-	1991	1400	1400
				1992	1400	1400
				1993	1400	1400
TWSEAS Facility	-do-	T&R, MEU(SOC)	-do-	1991	80	80
				1992	80	80
				1993	80	80
Crew Served wpn ranges	-do-	FAM/requal	-do-	1991	300	300
				1992	300	300
				1993	300	300
South Twr	-do-	FIREX spt	-do-	1991	1344	1344
				1992	1344	1344
				1993	1344	1344
Helo Dunker	Cherry Pt/ Local	MEU(SOC) training	-do-	1991	100	100
				1992	100	100

				1993	100	100
Moving Tgt simulator	-do-	SHORAD Training	-do-	1991	1920	1920
				1992	1920	1920
				1993	1920	1920
NBC Fac.	-do-	NBC Trng	-do-	1991	360	360
				1992	360	360
				1993	360	360
LZ TACC	-do-	MACCS trng	-do-	1991	500	500
				1992	500	500
				1993	500	500

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

% of total scheduled time lost:
MCWST - 1991(N/A), 1992(0%), 1993(4.8%); Student drops, Command drops
Rifle Range - 1991 (8.34%), 1992 (16.88%), 1993(9.16%); range maintenance and weather
Pistol Range - 1993(4.8%); range maintenance and weather
Cpl Leadership - 1993(11.9%) ; Student drops
Defensive Driving - All years (5%) Command drops & no show ratio
% breakout of lost hours:
BT-9 - wx (37%), no shows (50%), A/C maint & other (13%)
BT-11 - Wx (32%), no shows (53%), A/C maint & other (15%)
* Actual hours manned at range control
** 50% cancelled due to Saudi Ops (DS/DS)
*** 33% and 25% losses (1992 and 1993 respectively) due to a combination of Wx, runway maint, unscheduled maint. to rwy accessories, A/C unavailability, and Operational tempo.

13c. Assuming that the ground training facility/range/training areas are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional capacity** (beyond scheduled) could be gained? Provide details and assumptions for all calculations.

Manned/scored targets could be made available 24 hours a day, 365 days per year. The only limitations would be aircrew/aircraft availability, the current non-real time scheduling system, and ATC/Airspace limitations.

2d MAW indicates an additional 1820 hours per year to the existing airfield hours (2236) if Bogue was opened at 0700 and closed at 2300 each day during the week (not including weekends). Also open as required by operational tempo.

13d. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional capacity** would be realized? Provide cost and details of all additional capacity calculations.

See 12e

13e. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

See 12f

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

Currently available classroom space, airspace and time constraints.

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

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
Training/Education	MCWST	Water Survival	8000	4	32,000	*	*	*
-do-	Defensive Driving	Defensive Driving	856	8	6,852			
-do-	Rifle Range	Requalification	8,000	7.5	60,000			
-do-	Pistol Range	Requalification	5,000	5	25,000			
-do-	Cpl Leadership	PME (Corporals)	882	120	105840			

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

gures above are based on current number of Marines on-board.
* **No significant changes projected**

R

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

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

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Building 4335	7 @ 30	210	1,008,000
	2 @ 22	44	211,200
	2 @ 48	96	460,800
	2 @ 90	180	864,000
	1 @ 15	15	72,000
	1 @ 40	40	192,000

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

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

Student capacity x 16 Hrs daily availability x 300 days per year

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Building 4279	1	20	8320

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

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

20 Students x 8 Hrs/week x # weeks . 20x8x52=8320

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

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

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Building 4335	7 @ 30	210	1,008,000
	2 @ 22	44	211,200
	2 @ 48	96	460,800
	2 @ 90	180	864,000
	1 @ 15	15	72,000
	1 @ 40	40	192,000

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

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

Student capacity x 16 Hrs daily availability x 300 days per year

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Building 4279	1	20	8320

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

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

20 Students x 8 Hrs/week x # weeks . 20x8x52=8320

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CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
#3898; EA6B Simulators	2	2	16,640
#4066; AV8B Simulators	3	1	12,480
#4305; KC130 Simulators	2	3	24,960

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

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

16 hour per day available per student.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
#3898; EA6B Classroom	1	12	49,920
#4066; AV8B Classroom	1	12	49,920

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

[2] Design how the student HRS/YR value in the preceding table was derived: 16 hours per day available per student.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Defensive Driving	1	40	29,760
Coporal Leadership	1	63	91,728

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

[2] Design how the student HRS/YR value in the preceding table was derived: 8 hours per day per student.

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
#3898; EA6B Simulators	2	2	16,640
#4066; AV8B Simulators	3	1	12,480
#4305; KC130 Simulators	2	3	24,960

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

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

16 hour per day available per student.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
#3898; EA6B Classroom	1	12	49,920
#4066; AV8B Classroom	1	12	49,920

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

[2] Design how the student HRS/YR value in the preceding table was derived: 16 hours per day available per student.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Defensive Driving	40	40	29,760
Corporal Leadership	63	63	91,728

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

[2] Design how the student HRS/YR value in the preceding table was derived: 8 hours per day per student.

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

No excess capacity available. BRACON funding has been identified to support Navy training requirements resulting from Cecil units moving to Cherry Point.

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

Facility size and capacity.

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

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
M00146	171-10	Acad Inst	49423		4904	15			54327	15
	171-15	Resv Trng	6647						6647	
	171-17	TV Ctr Inst	12467						12467	
	171-20	Appl Instr	78406	130	19694	62			98100	192
	171-35	Op Trng	52527						52527	
	171-77	Trng Mat St	1152						1152	

* CNN 179-xx not expressed in units of SF or PN

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

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

No excess capacity available. BRACON funding has been identified to support Navy training requirements resulting from Cecil units moving to Cherry Point.

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

Facility size and capacity

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

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
M00146	171-10	Acad Inst	49423		4904	15			54327	15
	171-15	Resv Trng	6647						6647	
	171-17	TV Ctr Inst	12467						12467	
	171-20	Appl Instr	78406	130	19694	62			98100	192
	171-35	Op Trng	52527						52527	
	171-77	Trng Mat St	1152						1152	

* CNN 179-xx not expressed in units of SF or PN

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

SHIP BERTHING CAPACITY

15a. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
GP Berth Pier 6900 POM Tgt Built: 1957	151-20	33	6		7	N		
GP Berth Pier 9066 POM Tgt Built: 1990	151-20	36	6		7	N		
Fuel Delivery Warf f3213. Built: 1957	152-40	80	9		30	N		

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if on-pier structure limits open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.
[8]Maintenance dredging cycle is once every 15 years.

SHIP BERTHING CAPACITY

15a. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
GP Berth Pier 6900 POM Tgt Built: 1957	151-20	33	6		7	N		
GP Berth Pier 9066 POM Tgt Built: 1990	151-20	36	6		7	N		
Fuel Delivery Wharf f3213. Built: 1957	152-40	80	9		30	N		

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

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

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
N/A								

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

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

N/A

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

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

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

N/A

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

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

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

N/A

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

N/A

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

N/A

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

N/A

FACILITIES

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

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

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total	
		NAVFAC	Surge	NAVFAC	Surge
AV-8B	86	33	10	119	129
EA-6B	20	15	3	35	38
KC-130	20	1	1	21	22
HH-46A	3	-	-	3	3
C-9B	2	-	-	2	2
C-20	1	-	-	1	1
TAV-8B	18	N/A*	N/A*	18	18

* TAV-8B surge data N/A as there are no additional A/C of this type available for a surge.
NOTE: There is currently hard surfaced space (400' x 4,000') in the form of an inactive runway which could also be used for surge. This surface can accommodate all type "B" A/C as well as transport/commercial A/C up to and including C-5 and B747.

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

1) Maintain 150' peripheral taxiway and required hangar separation.
2) Parking layouts utilize existing fixed point utility systems.
3) All parking at 90 degrees except F/A-18 on runway 14 apron area. No folded wings on EA-6B or F/A-18 parked outside.
4) Utilize and extend the existing aircraft parking plan. Parking plan and aircraft locations by type are based on current proposed hangar plan. Flexibility exists on hangar assignments for fighter/attack aircraft with some reduction in number of spaces should AV-8B loading transition to F/A-18 or other larger carrier type aircraft. Additional space if service points are eliminated.
5) 20,000 SY net parking available for transient aircraft (no service points).
6) Up to 7, C-5 type, transport aircraft can be accommodated in cargo refueler/APOE facility.

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

Parking Apron Location/ Designator	Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
250	1141875						
1701	603750						
130	531250						
1700						225000	
131N			346250				
131S	156250						
199						520000	
3998	323125						
1667	420000						
1665	350000						
NADEP						830000	
Column totals	3526250		346250			1575000	[1]5447500

[1] Grand total

NOTE: Does not reflect additional construction in support of 9 Navy F/A-18 squadrons relocating to Cherry Point from Cecil Field as a result of BRAC '93. See also note to question 1b and below.

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

BRACON project P-084T provides 1,966,833 SF of additional parking apron at an estimated cost of $9,834,165.

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

Additional parking could be added to support two additional hangar modules at an estimated cost of $5 per SF.

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

Land area and airfield capacity ar limiting factors.

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

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height	Current Usage	In SF				
						Adequate	Substandard	Inadequate	Total	
250	O	'54	2e151x243	40'	VMGR-252 VMGR-253		164,509		164,509	II-2
1701	I	'63	80x323	27.5'	VMAQ-3 VMAQ-1	16,030	49,055		65,085	I-2
130	O	'42	2e130x240	32'	VMAQ-2 MALS-14	857	122,259		123,116	I-4
1700	I	'63	80x326	27.5'	Temp. Storage for NADEP	1,157	48,149		49,306	I-2
131	O	'42	2e130x240	32'	SOES MALS-14		133,396		133,396	I-4
3998	I	'85	101x387	28'	VMAT-203	74,834			74,834	I-2
1667	I&O	'60 '88	100x450	25'	VMA-542 VMA-223	89,590			89,590	I-3
1665	I&O	'59 '86	100x450	25'	VMA-231 VMAQ-4	89,500			89,500	I-3

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

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

Additional parking could be added to support two additional hangar modules at an estimated cost of $5 per SF.

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

Land area and airfield capacity ar limiting factors.

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

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height	Current Usage	In SF			
						Adequate	Substandard	Inadequate	Total
250	O	'54	2e151x243	40'	VMGR-252 VMGR-253		164,509		164,509
1701	I	'63	80x323	27.5'	VMAQ-3 VMAQ-1	16,030	49,055		65,085
130	O	'42	2e130x240	32'	VMAQ-2 MALS-14	857	122,259		123,116
1700	I	'63	80x326	27.5'	Temp. Storage for NADEP	1,157			
131	O	'42	2e130x240	32'	SOES MALS-14		133,396		133,396
3998	I	'85	101x387	28'	VMAT-203	74,834			74,834
1667	I&O	'60 '88	100x450	25'	VMA-542 VMA-223	89,590			89,590
1665	I&O	'59 '86	100x450	25'	VMA-231 VMAQ-4	89,500			89,500

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

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

Hangar #/ID/Type	SQD/Mod# Assignment [1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces [2,3]		
					#/ Module	SF	Elec. Pwr.
#250/O	VMGR-252 North	7,788	13,676	42,984	12	*	N
#250/O	VMGR-253 South	24,761	13,676	42,984	8		N
#1701/I	VMAQ-3 West	7,437	10,974	13,553	12		Y
#1701/I	VMAQ-1 East	7,437	10,974	13,553	12		Y
#130/O	VMAQ-2 North	8,048	8,048	34,062	12		Y
#130/O	MALS-14 South	13,374	8,048	34,062	12		Y
#1700/I	NADEP Storage	10,310	10,608	26,920	24		Y
#131/O	SOES North	8,020	8,017	38,040	12		N
#131/O	MALS-14 South	27,909	8,017	38,040	12		N
#3998/I	VMAT-203	17,781	17,781	39,272	24		N
#1667/I&O	VMA-542 North	11,996	9,379	22,572	12		Y
#1667/I&O	VMA-223 South	11,996	9,379	22,572	12		Y
#1665/I&O	VMA-231 North	11,996	9,379	22,572	12		Y
#1665/I&O	VMAQ-4 South	11,996	9,379	22,572	12		Y
TOTAL		180,849	147,335	413,758		5971104	

* MCAS has 60 vacant A/C parking spaces for use in the west quad. Due to Sqdn configuration an KC-130 footprint A/C parking is not by P-80 criteria in most cases. A/C parked for operational efficiency on shared ramp space.

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

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

BRACON project P-084T will demolish 2 modules and construct 12 modules for a net increase of 10 modules and at a cost of $42,383,998.

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

Two additional hangar modules could be constructed in conjunction with proposed BRACON. Estimated cost is $3.5M per module.

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

Land area and airfield capacity.

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

Squadron/Detachment	#/Type Aircraft	Deployed Location
NONE		

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

Squadron/Detachment	#/Type Aircraft	Hanger Module Assignment
1 VMAQ Sqdrn at any given time	EA6-B	Each sqdrn has a hangar assignment. See question 17b.

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

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

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
AV-8B	86/0**	34	48	34	48
EA-6B	20/0**	10	16	10	16
C-130	20/0**	4	4	4	4
H-46	3/0**	16	32	16	32
C-9B	2/0**	2	2	2	2
C-12	1/0	2	2	2	2
TAV-8B	18/0**	18	18	18	18

** Hangar capacity not related to A/C currently parked/stationed since most are parked on the apron except for maintenance. First number is total assigned A/C, second is routinely parked in hangars.

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

Based on A/C assigned to hangars:
AV-8 in hangars 3998, 1667 and half of 1665.
EA-6B in hangars 1700 and 1701.
C-130 in hangar 250.
H-46, C-9B and C-12 in hangar 131N.
TAV-8b in hangar 3998.

Minimum separation between aircraft is five feet. A ten foot fire lane is always maintained adjacent to walls. Aircraft always parked parallel to side walls of hangar. Wings of EA-6B aircraft are folded during surge and aircraft are offset by row to create common space with another row. Current hangar assignments by aircraft are used.

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

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

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
AV-8B	86/0**	34	48	34	48
EA-6B	20/0**	10	16	10	16
C-130	20/0**	4	4	4	4
H-46	3/0**	16	32	16	32
C-9B	2/0**	2	2	2	2
C-12	1/0	2	2	2	2
TAV-8B	18/0**	18	18	18	18

** Hangar capacity not related to A/C currently parked/stationed since most are parked on the apron except for maintenance. First number is total assigned A/C, second is routinely parked in hangars.

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

Based on A/C assigned to hangars:
AV-8 in hangars 3998, 1667 and half of 1665.
F/A-18 in hangars 130 and half of both 1665 and 131 (Currently houses MALS and SOES).
EA-6B in hangars 1700 and 1701.
C-130 in hangar 250.
H-46, C-9B and C-20 in hangar 131N.
Minimum separation between aircraft is five feet. A ten foot fire lane is always maintained adjacent to walls. Aircraft always parked parallel to side walls of hangar. Wings of F/A-18 and EA-6B aircraft are folded during surge and common space is used between aircraft. In some instances, aircraft are offset by row to create common space with another row during surge. Current hangar assignments by aircraft are used. Hangar 131 currently houses MALS-14 and SOES, but can accomodate F/A type aircraft if the need arises.

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

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Substandard	Inadequate	Total		
211-01	Aircraft Acoustical Enclosure	0	0	0	0	0	-
211-02	Nose Hangar	0	0	0	0	0	-
211-03	Corrosion Control Hangar	0	8040	0	8040	1	'58
211-75	Parachute/Survival Equipment Shop	11,952	2520	0	14472	2	'42
211-81	Engine Test Cell	0	0	0	0	0	-
211-88	Power Check Pad with Sound Suppression	0	0	0	0	0	-
211-89	Power Check Pad without Sound Suppression	9,000	22,714	3330	35044	9	'69-'87
211-96	Maintenance, Aircraft Spares Storage	0	0	0	0	0	-
116-10	Airfield Washrack Pavement	24,966	14,544	0	39,510	4	'82-'88
116-15	Aircraft Rinse Facility	0	0	0	0	0	-
214-30	Refueling Vehicle Shop	0	0	5600	5600	2	'53, '61
218-60	Aircraft Ground Support Equipment	38,718	1344	0	40062	4	'42-'85
	Other						

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

a. FACILITY TYPE/CODE: **BEQ**
b. WHAT MAKES IT INADEQUATE? **Design, Common Bathrooms, Electrical, HVAC**
c. WHAT USE IS BEING MADE OF THE FACILITY? **NONE**
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? **$1M/building**
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? **NONE**
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: **Demolition**
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? **NO**

NOTE: There are no BEQ/BOQ facilities at any of the outlying fields.

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

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
721-11 (BEQ)	3,848	1,915	3,848	812,741	0	0	0	0
721-12 (BEQ)	639	639	639	211,129	0	0	0	0
721-13 (BEQ)	195	327	195	327	0	0	0	0
724-11 (BOQ)	38	38	38	22,564	0	0	0	0
724-12 (BOQ)	14	14	0	0	14	12,546	0	0

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

25c. What **additional BOQ/BEQ requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above. **NONE**

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

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	122	0	0	0
Officer	3	165	0	0	0
Officer	1 or 2	39	0	0	0
Enlisted	4+	350	0	0	0
Enlisted	3	974	0	0	0
Enlisted	1 or 2	1,114	0	0	0
Mobile Homes		0	0	0	0
Mobile Home lots		76	0	0	0

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

26b. What **additional family housing requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments?

See Attachment 3.

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

N/A

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

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
722-10 B. 3451	44,391	4,000	44,391	0	0	0	0	1,450
722-10 B.8052 *	4,941	250	4,941	0	0	0	0	100
721-45 B.7019 **	1,713	24	1,713	0	0	0	0	**
***								

* Facilities at MCALF Bogue
** Facility only used during exercises at MCOLF Atlantic
*** There are no Messing facilities at MCOLF Oak Grove
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:
N/A
a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

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

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
722-10 B.3451	44,391	4,000	44,391	0	0	0	0	1,977
722-10 B.8052 *	4,941	250	4,491	0	0	0	0	136
721-45 B.7019 **	1,713	24	1713	0	0	0	0	**
***								

* Facilities at MCALF Bogue
** Facility only used during training exercises at MCOLF Atlantic.
*** No facilities at MCOLF Oak Grove

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

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

NONE

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

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

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
722-10 B.3451	44,391	4,000	44,391	0	0	0	0	19,977
722-10 B.8052 *	4,941	250	4,491	0	0	0	0	136
721-45 B.7019 **	1,713	24	1713	0	0	0	0	**
***								

* Facilities at MCALF Bogue
** Facility only used during training exercises at MCOLF Atlantic.
*** No facilities at MCOLF Oak Grove

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

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

NONE

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

Real Estate Resources

Site Location: Cherry Point

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	1066	970	0	96
Operational	2368	2,150	0	218
Training	141	131	0	10
R & D	N/A	N/A	N/A	N/A
Supply & Storage	205	190	0	15
Admin	81	70	0	11
Housing	1207	1,119	0	88
Recreational	544	520	0	24
Navy Forestry Program	5,648	N/A	0	0
Navy Agricultural Outlease Program	N/A	N/A	0	0
Hunting/Fishing Programs	5648*	0	0	0
Other		1,749	0	138
Total:	13,147	6,899	5,648**	600

NOTE: Distribution of acreage estimated by drawing markup and planimeter.
* This is "shared" acreage.
** Restricted acreage is not available for development.

Real Estate Resources (CONT.)

Site Location: MCALF Bogue

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	837*	83	654	100
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	409*	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	409*	0	0	0
Other				
Total:	837	83	654**	100

NOTE: Distribution of acreage estimated by drawing markup and planimeter.
* This is "shared" acreage.
** Restricted acreage is not available for developement.

Real Estate Resources (CONT.)

Site Location: MCALF Oak Grove

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	976*	51	725	200
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	696*	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	696*	0	0	0
Other				
Total:	976	51	725**	200

NOTE: Distribution of acreage estimated by drawing markup and planimeter.
* This is "shared" acreage.
** Restricted acreage is not available for developement.

Real Estate Resources (CONT.)

Site Location: MCOLF Atlantic

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	1,473*	271	1,002	200
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	1,200*	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	1,200*	0	0	0
Other				
Total:	1,473	271	1,002	200

NOTE: Distribution of acreage estimated by drawing markup and planimeter.
* This is "shared" acreage.
** Restricted acreage is not available for developement.

Real Estate Resources (CONT.)

Site Location: BT-11 and Target Areas

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	N/A	N/A		
Operational	N/A	N/A		
Training	12,693	1,415		
R & D	N/A	N/A		
Supply & Storage	N/A	N/A		
Admin	N/A	N/A		
Housing	N/A	N/A		
Recreational	N/A	N/A		
Navy Forestry Program	N/A	N/A		
Navy Agricultural Outlease Program	N/A	N/A		
Hunting/Fishing Programs				
Other				
Total:	12,693	1,415	11,278	0

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

- Class B facility having excess capacity in the infrastructure, vertical/horizontal construction and ranges.

- All weather master jet base.

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

ORDNANCE COMMODITY TYPES		
Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched Threat	CADS/PADS	LOE: Gun (20mm - 16")
	Stat. Nuclear	LOE: Small Arms (up to 50 cal)
Surface Launched Threat	Tac. Nuclear	LOE: Pyro/Demo Grenades/Mortars/Projectile

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

Total Facility Ordnance Stowage Summary

Based on NAVSEA 823.7 Space Utilization Report of 6 Feb 1994. Quantities (Tonnage and SF can change on a daily basis)

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
1201	.1*	5*	**	**	4 avg load est	165
1202	.1*	5*	**	**	--do--	165
1203	.1*	5*	**	**	--do--	165
1204	.1*	5*	**	**	--do--	165
1205	.1*	5*	**	**	--do--	165
1206	.1*	5*	**	**	--do--	165
1207	.1*	5*	**	**	--do--	165
1208	.1*	5*	**	**	--do--	165
1209	.1*	5*	**	**	--do--	165

1260	-Un known- ACE Contingency	1450	**	**	34.6 avg load est	1450
1261	--do--	1450	**	**	--do--	1450
1262	--do--	1450	**	**	--do--	1450
1263	--do--	1450	**	**	--do--	1450
1264	--do--	1450	**	**	--do--	1450
1265	--do--	1450	**	**	--do--	1450
1266	15.6	1450	**	**	15.6***	1450
477	2.0	2160	**	**	2.5***	2700
1267	36.6	1450	**	**	36.6***	1450
1268	6.6	870	**	**	11***	1450
1269	68.3	1160	**	**	85.4***	1450
1270	1.7	245	**	**	17***	1450
1271	28.0	725	**	**	56***	1450
1272	3.0	72.5	**	**	60***	1450
1273	.7	245	**	**	7***	1450
478	17.2	1350	**	**	34.4***	2700
1274	1.4	362.5	**	**	5.6***	1450
1275	51.2	1450	**	**	51.2***	1450
1230	0000 Admin Space					5291
1231	11	1170	**	**	12.2***	1300
1232	119	3200	**	**	143.75***	4000
1233	115	1040	**	**	143.75***	1300
1236	35.6	2400	**	**	59.3***	4000
1237	36.5	4000	**	**	36.5***	4000
1239	142.9	6831.5	**	**	150.42***	7191
1240	2.6	650	**	**	7.2***	1300
1276	75.2	1404	**	**	75.2***	1404
1277	73.7	1123.2	**	**	92.1***	1404
1278	112.5	1193.4	**	**	132.4***	1404
1279	65.1	1404	**	**	65.1***	1404
1224	1	232.5	**	**	4***	930

7005 (Atlantic)	0		0	**	****	
TOTAL	1023.3	44,933.6	**	**	1552.82***	63,609

* Daily use. Minimum quantities on hand.
** 2001 prediction can not be accurately forecast. Current MCASstorage should remain fairly constant, but ordnance in support of Navy F/A-18 squadrons basing out of Cherry Point as a result of BRAC '93 actions has not been completely quantified. Additional bunker construction, mainly for rocket stoarge, is anticipated.
*** Figures indicate current loading. Tonnage per square foot rates will vary widely depending on the ordnance mix in the bunker at any given time.
**** 7005 not used since 1950s. No door at entrance. No usage data.

NOTE: Other than the one unserviceable bunker at Atlantic, as noted above, there are no ordnance storage facilities at any outlying fields.

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

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

Total Facility Ordnance Stowage Summary

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
1201 (BOX)	Reserved/PMO/NIS	Operational	
1202 (BOX	Reserved/PMO	-do-	
1203 (BOX)	Reserved/EOD Demo	-do-	
1204 (BOX)	Reserved/EOD	Demil	
1205 (BOX)	Reserved/EOD Demo	Operational	

1206 (BOX)	Reserved/Rifle Range	Training	
1207 (BOX)	25MM T.P.	Operational (NADEP test ammo)	
1208 (BOX)	Reserved/Rifle Range	Training	
1209 (BOX)	"H" Cond. .50 Cal	Demil	
1260 (IGLOO)	ACE PKG	Contingency Support	
1261 (IGLOO)	ACE PKG	-do-	
1262 (IGLOO)	ACE PKG	-do-	
1263 (IGLOO)	ACE PKG	-do-	
1264 (IGLOO)	ACE PKG	-do-	
1265 (IGLOO)	ACE PKG	-do-	
1266 (IGLOO)	Missiles	Training	
477	Inert	-do-	
1267 (IGLOO)	Missiles	PWR	
1268 (IGLOO)	Demo Material	Training	
1269 (IGLOO)	Small Arms Blasting Caps	-do-	
1270 (IGLOO)	Rocket Warheads	-do-	
1271 (IGLOO)	Missiles/ Cluster Bombs	-do-	
1272 (IGLOO)	Missiles	-do-	
1273 (IGLOO)	Frag Grenades	-do-	
478	Inert	-do-	
1274 (IGLOO)	A/C 20mm	-do-	
1275 (IGLOO)	20MM - 25MM	-do-	
1230 (BOX)	Reserved	Admin Spaces	
1231 (BOX)	Pyro/Chemical Riot	Training	
1232 (BOX)	Pyro/Small Arms	-do-	
1233 (BOX)	Pyro	-do-	

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1236 (BOX)	Inert	-do-	
1237 (BOX)	TATO/CADS/AEP S/Rkt Mtrs	Training Operational	
1239 (BOX)	Inert	Training	
1240 (BOX)	Unserviceable Ammo	Demil	
1276 (IGLOO)	Bombs, H.E.	Training	
1277 (IGLOO)	25MM, Small Arms, Boosters	-do-	
1278 (IGLOO)	Bombs, H.E.	-do-	
1279 (IGLOO)	Fuze/Detonator	-do-	
1224 (IGLOO)	Reserved	Misc holding for MALS-14 Training	
7005 (Atlantic)	0	see 30a	

Additional comments:

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

Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
1201 (BOX)	1.1	100	Y	N	
1202 (BOX	1.1	100	Y	N	
1203 (BOX)	1.1	100	Y	N	
1204 (BOX)	1.1	100	Y	N	
1205 (BOX)	1.1	100	Y	N	
1206 (BOX)	1.1	100	Y	N	
1207 (BOX)	1.1	100	Y	N	
1208 (BOX)	1.1	100	Y	N	

1236 (BOX)	Inert	-do-	
1237 (BOX)	TATO/CADS/AEP S/Rkt Mtrs	Training Operational	
1239 (BOX)	Inert	Training	
1240 (BOX)	Unserviceable Ammo	Demil	
1276 (IGLOO)	Bombs, H.E.	Training	
1277 (IGLOO)	25MM, Small Arms, Boosters	-do-	
1278 (IGLOO)	Bombs, H.E.	-do-	
1279 (IGLOO)	Fuse/Detonator	-do-	
1224 (IGLOO)	Reserved	Misc holding for MALS-14 Training	
7005 (Atlantic)	0	see 30a	

Additional comments:

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

Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
1201 (BOX)	1.3	100	Y	N	
1202 (BOX	1.3	100	Y	N	
1203 (BOX)	1.3	100	Y	N	
1204 (BOX)	1.3	100	Y	N	
1205 (BOX)	1.3	100	Y	N	
1206 (BOX)	1.3	100	Y	N	
1207 (BOX)	1.3	100	Y	N	
1208 (BOX)	1.3	100	Y	N	

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1209 (BOX)	1.1	100	Y	N	
1260 (IGLOO)	1.1	75,000	Y	N	
1261 (IGLOO)	1.1	100,000	Y	N	
1262 (IGLOO)	1.1	100,000	Y	N	
1263 (IGLOO)	1.1	100,000	Y	N	
1264 (IGLOO)	1.1	100,000	Y	N	
1265 (IGLOO)	1.1	100,000	Y	N	
1266 (IGLOO)	1.1	100,000	Y	N	
477	Inert				
1267 (IGLOO)	1.1	40,000	Y	Y	30 Apr 1994
1268 (IGLOO)	1.1	80,000	Y	Y	30 Apr 1994
1269 (IGLOO)	1.1	110,000	Y	Y	30 Apr 1994
1270 (IGLOO)	1.1	100,000	Y	Y	30 Apr 1994
1271 (IGLOO)	1.1	130,000	Y	Y	30 Apr 1994
1272 (IGLOO)	1.1	200,000	Y	Y	30 Apr 1994
1273 (IGLOO)	1.1	160,000	Y	Y	30 Apr 1994
478	Inert				
1274 (IGLOO)		250,000	Y	N	
1275 (IGLOO)		150,000	Y	N	
1230 (BOX)	Occupied		N	N	
1231 (BOX)	1.2 (04)	125,000	Y	N	
1232 (BOX)	1.2 (08)	125,000	Y	Y	
1233 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1236 (BOX)	Inert				30 Apr 1994
1237 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1239 (BOX)	Inert		N	N	
1240 (BOX)	1.2 (04)	125,000	Y	N	
1276 (IGLOO)	1.1	150,000	Y	N	
1277 (IGLOO)	1.1	200,000	Y	N	
1278 (IGLOO)	1.1	200,000	Y	N	

1209 (BOX)	1.3	100	Y	N	
1260 (IGLOO)	1.1	75,000	Y	N	
1261 (IGLOO)	1.1	100,000	Y	N	
1262 (IGLOO)	1.1	100,000	Y	N	
1263 (IGLOO)	1.1	100,000	Y	N	
1264 (IGLOO)	1.1	100,000	Y	N	
1265 (IGLOO)	1.1	100,000	Y	N	
1266 (IGLOO)	1.1	100,000	Y	N	
477	Inert				
1267 (IGLOO)	1.1	40,000	Y	Y	30 Apr 1994
1268 (IGLOO)	1.1	80,000	Y	Y	30 Apr 1994
1269 (IGLOO)	1.1	110,000	Y	Y	30 Apr 1994
1270 (IGLOO)	1.1	100,000	Y	Y	30 Apr 1994
1271 (IGLOO)	1.1	130,000	Y	Y	30 Apr 1994
1272 (IGLOO)	1.1	200,000	Y	Y	30 Apr 1994
1273 (IGLOO)	1.1	160,000	Y	Y	30 Apr 1994
478	Inert				
1274 (IGLOO)		250,000	Y	N	
1275 (IGLOO)		150,000	Y	N	
1230 (BOX)	Occupied		N	N	
1231 (BOX)	1.2 (04)	125,000	Y	N	
1232 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1233 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1236 (BOX)	Inert				30 Apr 1994
1237 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1239 (BOX)	Inert		N	N	
1240 (BOX)	1.2 (04)	125,000	Y	N	
1276 (IGLOO)	1.1	150,000	Y	N	
1277 (IGLOO)	1.1	200,000	Y	N	
1278 (IGLOO)	1.1	200,000	Y	N	

1279 (IGLOO)	1.1	150,000	Y	N	
1224 (IGLOO)	1.2 (04)	5,000	Y	N	
1200 (Build-up)	1.1	30,000	Y	N	
4393 (Load ramp)	1.1	30,000	Y	N	
4165 (CALA)	1.1	30,000	Y	N	

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

See waivers at attachment 2.

Buildings 1201-1209 and 1260 are downloaded due to the proximity of Slocum Road and Capehart Housing. Building 1261 is also reduced because of the Build-up facility, Bldg 1200.

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

Related Ordnance Support

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

1279 (IGLOO)	1.1	150,000	Y	N	
1224 (IGLOO)	1.2 (04)	5,000	Y	N	
1200 (Build-up)	1.1	30,000	Y	N	
4393 (Load ramp)	1.1	30,000	Y	N	
4165 (CALA)	1.1	30,000	Y	N	

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

See waivers at attachment 2.

Buildings 1201-1209 and 1260 are downloaded due to the proximity of Slocum Road and Capehart Housing. Building 1261 is also reduced because of the Build-up facility, Bldg 1200.

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

Related Ordnance Support

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

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

F. MCCORKLE	FMccorkle
NAME (Please type or print)	Signature
Commanding General	03 JUN 1994
Title	Date
Marine Corps Air Station, Cherry Point, NC	
Activity Data Call - 16	

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

NEXT ECHELON LEVEL (if applicable)

F. MCCORKLE
NAME (Please type or print)

FMCCorkle
Signature

Commanding General
Title

03 JUN 1994
Date

Marine Corps Air Bases East
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

P. E. ZANFAGNA, Jr.
NAME (Please type or print)

P. E. Zanfagna, Jr.
Signature

Acting Deputy Chief of Staff (Installations and Logistics)
Title

8 July 94
Date

Data Call — 16

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BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (Page change (1) to Data Call #16: Operational Capacity)

ACTIVITY COMMANDER

F. MCCORKLE	FMCCorkle
NAME (Please type or print)	Signature
Commanding General	19 JUL 1994
Title	Date
Marine Corps Air Station, Cherry Point, NC	
Activity	

1260	-Un known- ACE Contingency	1450	**	**	34.6 avg load est	1450
1261	--do--	1450	**	**	--do--	1450
1262	--do--	1450	**	**	--do--	1450
1263	--do--	1450	**	**	--do--	1450
1264	--do--	1450	**	**	--do--	1450
1265	--do--	1450	**	**	--do--	1450
1266	15.6	1450	**	**	15.6***	1450
477	2.0	2160	**	**	2.5***	2700
1267	36.6	1450	**	**	36.6***	1450
1268	6.6	870	**	**	11***	1450
1269	68.3	1160	**	**	85.4***	1450
1270	1.7	245	**	**	17***	1450
1271	28.0	725	**	**	56***	1450
1272	3.0	72.5	**	**	60***	1450
1273	.7	245	**	**	7***	1450
478	17.2	1350	**	**	34.4***	2700
1274	1.4	362.5	**	**	5.6***	1450
1275	51.2	1450	**	**	51.2***	1450
1230	0000 Admin Space					5291
1231	11	1170	**	**	12.2***	1300
1232	119	3200	**	**	143.75***	4000
1233	115	1040	**	**	143.75***	1300
1236	35.6	2400	**	**	59.3***	4000
1237	36.5	4000	**	**	36.5***	4000
1239	142.9	6831.5	**	**	150.42***	7191
1240	2.6	650	**	**	7.2***	1300
1276	75.2	1404	**	**	75.2***	1404
1277	73.7	1123.2	**	**	92.1***	1404
1278	112.5	1193.4	**	**	132.4***	1404
1279	65.1	1404	**	**	65.1***	1404
1224	1	232.5	**	**	4***	930

7005 (Atlantic)	0		0	**	****	
TOTAL	1023.3	44,933.6	**	**	1552.82***	63,609

* Daily use. Minimum quantities on hand.
** 2001 prediction can not be accurately forecast. Current MCASstorage should remain fairly constant, but ordnance in support of Navy F/A-18 squadrons basing out of Cherry Point as a result of BRAC '93 actions has not been completely quantified. Additional bunker construction, mainly for rocket stoarge, is anticipated.
*** Figures indicate current loading. Tonnage per square foot rates will vary widely depending on the ordnance mix in the bunker at any given time.
**** 7005 not used since 1950s. No door at entrance. No usage data.

NOTE: Other than the one unserviceable bunker at Atlantic, as noted above, there are no ordnance storage facilities at any outlying fields.

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

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

Total Facility Ordnance Stowage Summary

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
1201 (BOX)	Reserved/PMO/NIS	Operational	
1202 (BOX	Reserved/PMO	-do-	
1203 (BOX)	Reserved/EOD Demo	-do-	
1204 (BOX)	Reserved/EOD	Demil	
1205 (BOX)	Reserved/EOD Demo	Operational	

1206 (BOX)	Reserved/Rifle Range	Training	
1207 (BOX)	25MM T.P.	Operational (NADEP test ammo)	
1208 (BOX)	Reserved/Rifle Range	Training	
1209 (BOX)	"H" Cond. .50 Cal	Demil	
1260 (IGLOO)	ACE PKG	Contingency Support	
1261 (IGLOO)	ACE PKG	-do-	
1262 (IGLOO)	ACE PKG	-do-	
1263 (IGLOO)	ACE PKG	-do-	
1264 (IGLOO)	ACE PKG	-do-	
1265 (IGLOO)	ACE PKG	-do-	
1266 (IGLOO)	Missiles	Training	
477	Inert	-do-	
1267 (IGLOO)	Missiles	PWR	
1268 (IGLOO)	Demo Material	Training	
1269 (IGLOO)	Small Arms Blasting Caps	-do-	
1270 (IGLOO)	Rocket Warheads	-do-	
1271 (IGLOO)	Missiles/ Cluster Bombs	-do-	
1272 (IGLOO)	Missiles	-do-	
1273 (IGLOO)	Frag Grenades	-do-	
478	Inert	-do-	
1274 (IGLOO)	A/C 20mm	-do-	
1275 (IGLOO)	20MM - 25MM	-do-	
1230 (BOX)	Reserved	Admin Spaces	
1231 (BOX)	Pyro/Chemical Riot	Training	
1232 (BOX)	Pyro/Small Arms	-do-	
1233 (BOX)	Pyro	-do-	

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1236 (BOX)	Inert	-do-	
1237 (BOX)	TATO/CADS/AEP S/Rkt Mtrs	Training Operational	
1239 (BOX)	Inert	Training	
1240 (BOX)	Unserviceable Ammo	Demil	
1276 (IGLOO)	Bombs, H.E.	Training	
1277 (IGLOO)	25MM, Small Arms, Boosters	-do-	
1278 (IGLOO)	Bombs, H.E.	-do-	
1279 (IGLOO)	Fuze/Detonator	-do-	
1224 (IGLOO)	Reserved	Misc holding for MALS-14 Training	
7005 (Atlantic)	0	see 30a	

Additional comments:

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

Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
1201 (BOX)	1.1	100	Y	N	
1202 (BOX	1.1	100	Y	N	
1203 (BOX)	1.1	100	Y	N	
1204 (BOX)	1.1	100	Y	N	
1205 (BOX)	1.1	100	Y	N	
1206 (BOX)	1.1	100	Y	N	
1207 (BOX)	1.1	100	Y	N	
1208 (BOX)	1.1	100	Y	N	

1236 (BOX)	Inert	-do-	
1237 (BOX)	TATO/CADS/AEP S/Rkt Mtrs	Training Operational	
1239 (BOX)	Inert	Training	
1240 (BOX)	Unserviceable Ammo	Demil	
1276 (IGLOO)	Bombs, H.E.	Training	
1277 (IGLOO)	25MM, Small Arms, Boosters	-do-	
1278 (IGLOO)	Bombs, H.E.	-do-	
1279 (IGLOO)	Fuse/Detonator	-do-	
1224 (IGLOO)	Reserved	Misc holding for MALS-14 Training	
7005 (Atlantic)	0	see 30a	

Additional comments:

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

Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
1201 (BOX)	1.3	100	Y	N	
1202 (BOX	1.3	100	Y	N	
1203 (BOX)	1.3	100	Y	N	
1204 (BOX)	1.3	100	Y	N	
1205 (BOX)	1.3	100	Y	N	
1206 (BOX)	1.3	100	Y	N	
1207 (BOX)	1.3	100	Y	N	
1208 (BOX)	1.3	100	Y	N	

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1209 (BOX)	1.1	100	Y	N	
1260 (IGLOO)	1.1	75,000	Y	N	
1261 (IGLOO)	1.1	100,000	Y	N	
1262 (IGLOO)	1.1	100,000	Y	N	
1263 (IGLOO)	1.1	100,000	Y	N	
1264 (IGLOO)	1.1	100,000	Y	N	
1265 (IGLOO)	1.1	100,000	Y	N	
1266 (IGLOO)	1.1	100,000	Y	N	
477	Inert				
1267 (IGLOO)	1.1	40,000	Y	Y	30 Apr 1994
1268 (IGLOO)	1.1	80,000	Y	Y	30 Apr 1994
1269 (IGLOO)	1.1	110,000	Y	Y	30 Apr 1994
1270 (IGLOO)	1.1	100,000	Y	Y	30 Apr 1994
1271 (IGLOO)	1.1	130,000	Y	Y	30 Apr 1994
1272 (IGLOO)	1.1	200,000	Y	Y	30 Apr 1994
1273 (IGLOO)	1.1	160,000	Y	Y	30 Apr 1994
478	Inert				
1274 (IGLOO)		250,000	Y	N	
1275 (IGLOO)		150,000	Y	N	
1230 (BOX)	Occupied		N	N	
1231 (BOX)	1.2 (04)	125,000	Y	N	
1232 (BOX)	1.2 (08)	125,000	Y	Y	
1233 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1236 (BOX)	Inert				30 Apr 1994
1237 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1239 (BOX)	Inert		N	N	
1240 (BOX)	1.2 (04)	125,000	Y	N	
1276 (IGLOO)	1.1	150,000	Y	N	
1277 (IGLOO)	1.1	200,000	Y	N	
1278 (IGLOO)	1.1	200,000	Y	N	

1209 (BOX)	1.3	100	Y	N	
1260 (IGLOO)	1.1	75,000	Y	N	
1261 (IGLOO)	1.1	100,000	Y	N	
1262 (IGLOO)	1.1	100,000	Y	N	
1263 (IGLOO)	1.1	100,000	Y	N	
1264 (IGLOO)	1.1	100,000	Y	N	
1265 (IGLOO)	1.1	100,000	Y	N	
1266 (IGLOO)	1.1	100,000	Y	N	
477	Inert				
1267 (IGLOO)	1.1	40,000	Y	Y	30 Apr 1994
1268 (IGLOO)	1.1	80,000	Y	Y	30 Apr 1994
1269 (IGLOO)	1.1	110,000	Y	Y	30 Apr 1994
1270 (IGLOO)	1.1	100,000	Y	Y	30 Apr 1994
1271 (IGLOO)	1.1	130,000	Y	Y	30 Apr 1994
1272 (IGLOO)	1.1	200,000	Y	Y	30 Apr 1994
1273 (IGLOO)	1.1	160,000	Y	Y	30 Apr 1994
478	Inert				
1274 (IGLOO)		250,000	Y	N	
1275 (IGLOO)		150,000	Y	N	
1230 (BOX)	Occupied		N	N	
1231 (BOX)	1.2 (04)	125,000	Y	N	
1232 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1233 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1236 (BOX)	Inert				30 Apr 1994
1237 (BOX)	1.2 (08)	125,000	Y	Y	30 Apr 1994
1239 (BOX)	Inert		N	N	
1240 (BOX)	1.2 (04)	125,000	Y	N	
1276 (IGLOO)	1.1	150,000	Y	N	
1277 (IGLOO)	1.1	200,000	Y	N	
1278 (IGLOO)	1.1	200,000	Y	N	

1279 (IGLOO)	1.1	150,000	Y	N	
1224 (IGLOO)	1.2 (04)	5,000	Y	N	
1200 (Build-up)	1.1	30,000	Y	N	
4393 (Load ramp)	1.1	30,000	Y	N	
4165 (CALA)	1.1	30,000	Y	N	

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

See waivers at attachment 2.

Buildings 1201-1209 and 1260 are downloaded due to the proximity of Slocum Road and Capehart Housing. Building 1261 is also reduced because of the Build-up facility, Bldg 1200.

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

Related Ordnance Support

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

1279 (IGLOO)	1.1	150,000	Y	N	
1224 (IGLOO)	1.2 (04)	5,000	Y	N	
1200 (Build-up)	1.1	30,000	Y	N	
4393 (Load ramp)	1.1	30,000	Y	N	
4165 (CALA)	1.1	30,000	Y	N	

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

See waivers at attachment 2.

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Related Ordnance Support

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

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

F. MCCORKLE	FMCCorkle
NAME (Please type or print)	Signature
Commanding General	03 JUN 1994
Title	Date
Marine Corps Air Station, Cherry Point, NC	
Activity Data Call - 16	

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

NEXT ECHELON LEVEL (if applicable)

F. MCCORKLE
NAME (Please type or print)

FMccorkle
Signature

Commanding General
Title

03 JUN 1994
Date

Marine Corps Air Bases East
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

P. E. ZANFAGNA, Jr.
NAME (Please type or print)

P. E. Zanfagna, Jr.
Signature

Acting Deputy Chief of Staff (Installations and Logistics)
Title

8 July 94
Date

Data Call — 16

8

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (Page change (1) to Data Call #16: Operational Capacity)

ACTIVITY COMMANDER

F. MCCORKLE
NAME (Please type or print)

FMCCorkle
Signature

Commanding General
Title

19 JUL 1994
Date

Marine Corps Air Station, Cherry Point, NC
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (page change (1) to Data Call #16: Operational Capacity)

NEXT ECHELON LEVEL (if applicable)

F. MCCORKLE
NAME (Please type or print)

FMCCORKLE
Signature

Commanding General
Title

19 JUL 1994
Date

Marine Corps Air Bases East
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

J.A. BRABHAM
LIEUTENANT GENERAL, U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS
(Please type or print)

Signature

Title

10/18/94
Date

Data Call 16

8

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 BSAT Data Call Amplification)

ACTIVITY COMMANDER

F. MCCORKLE	FMccorkle
NAME (Please type or print)	Signature
Commanding General	13 Oct 94
Title	Date
Marine Corps Air Station, Cherry Point, NC	
Activity	

DATA CALL 16 PAGE CHANGES MCAS CHERRY POINT

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 BSAT Data Call Amplification)

NEXT ECHELON LEVEL (if applicable)

F. MCCORKLE
NAME (Please type or print)

FMCCorkle
Signature

Commanding General
Title

13 OCT 94
Date

Marine Corps Air Bases East
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

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

print)

Signature

Title

11/1/94
Date

8

DATA CALL 63
FAMILY HOUSING DATA

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	MCAS Cherry Point, North Carolina
Unit Identification Code (UIC):	M00146
Major Claimant:	HQMC

Percentage of Military Families Living On-Base:	59.3 (Revised May 94 DD Form 1377)
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
FY 1996 Family Housing Budget ($000):	$14,548
Total Number of Officer Housing Units:	326
Total Number of Enlisted Housing Units:	2,438

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 Data Call #63: Family Housing)

NEXT ECHELON LEVEL (if applicable)

F. MCCORKLE
NAME (Please type or print)

FMccorkle
Signature

Commanding General
Title

07 JUL 1994
Date

Marine Corps Air Bases East
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

J.A. BRABHAM
LIEUTENANT GENERAL U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS
NAME (Please type or print)

Signature

Title

8/8/94
Date

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA 28533-5001

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 Data Call #63: Family Housing)

ACTIVITY COMMANDER

F. MCCORKLE
NAME (Please type or print)

F McCorkle
Signature

Commanding General
Title

07 JUL 1994
Date

Marine Corps Air Station, Cherry Point, NC
Activity

8

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 2: **Family Housing Construction Projects.**

Installation Name:	MCAS CHERRY POINT, NC
Unit Identification Code (UIC):	00146
Major Claimant:	HQMC

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
96	CPH-833R2	WHR 275 UNITS	FHSG	16,128
96		CONSTRUCT 446 UNITS	BRAC	43,970
		SUBTOTAL-1996		60,098
97	H-087T	REPLACE 347 UNITS	BRAC	37,500
		SUB TOTAL-1997		37,500
98		REPLACE 225 UNITS	FHSG	20,590
		SUB TOTAL-1998		20,590
		GRAND TOTAL		118,188

8

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Installation Name:	MCAS CHERRY POINT
Unit Identification Code (UIC):	M00146
Major Claimant:	HQMC

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	P-075	MISSILE MAGAZINE	MCON	1,500
1996	P-070	ENGINE SOUND SUPPRESSION FAC	MCON	6,600
1996	P-843	HEAT/COVER COMBAT POOL	MCON	2,050
	Sub Total	1996		10,150
1997	P-022	SPECIALIZED COMPARTMT INTEL FAC	MCON	1,525
	Sub Total	1997		1,525
1998	P-827	OPERATIONS/MAINTENANCE FAC	MCON	7,350
	Sub Total	1998		7,350
1999	P-061	ACCESS ROAD, US 70 TO SLOCUM BLV	MCON	1,820
	Sub Total	1999		1,820
2000	P-068	LAND ACQUISITION, RNWY 32/23	MCON	2,740
	Sub Total	2000		2,740
	Grand Total			23,585

Data Call 64

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

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

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

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

NAME (Please type or print

Signature

Title

4/28/94

Date

R

8

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**CHERRY POINT NC MCAS**
Unit Identification Code (UIC):	**M00146**
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1999	061	ROAD	MCON	1,820
		Sub-Total - 1999		**1,820**
2000	068	LAND ACQUISITION	MCON	2,740
		Sub-Total - 2000		**2,740**
		Grand Total		**313,597**

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

12/9/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
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 (Please type or print)

Signature

Title

12/11/94
Date

BRAC-95 CERTIFICATION

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

MICHAEL D. THORNTON
NAME (Please type or print)

CDR, CEC, USN
Title

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

MD Thornton
Signature

9 Dec 94
Date

8

R

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 2: Family Housing Construction Projects

Installation Name:	**CHERRY POINT NC MCAS**
Unit Identification Code (UIC):	**M00146**
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	H353	COMMUNITY CENTER	FHSG	1,003
		Sub-Total - 1996		**1,003**
1998	086T	FAMILY HOUSING	BRAC	42,800
		Sub-Total - 1998		**42,800**
		Grand Total		**43,803**

BRAC-95 CERTIFICATION

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

MICHAEL D. THORNTON
NAME (Please type or print)

CDR, CEC, USN
Title

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

MD Thornton
Signature

9 Dec 94
Date

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

12/9/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
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 (Please type or print)

Signature

Title

12/7/94
Date

8

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION: MCAS Cherry Point, North Carolina

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

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

Data for Military Value Analysis

Mission Requirements. 2
- Support of transient aircraft. 2
- Training ranges, outlying & auxiliary fields & airspace. . 3
- General Military Support 4
- Other units. 6
- Other support requirements 8

Facilities. 10
- Airspace & flight training areas 10
- Airfields. 17
- Base infrastructure & improvement. 26
- Personnel Support facilities 28
- Training facilities. 31
- Maintenance facilities 33
- Regional maintenance concept 33
- Special military facilities. 34
- Non-DON support requirements 34

Location. 38

Features and Capabilities 41
- Weather. 41
- Encroachment 43
- Expansion. 45
- Reserve demographic level. 47

Quality of life 48

R

Mission Requirements

1. List the types and number of transient aircraft/detachments supported at this air station during FY 93 and describe the training and/or military missions conducted by these aircraft while stationed here. If supporting transient aircraft/detachments is a major mission, attach detailed schedules for the 1st & 2nd quarters FY 94.

Table 1.1 Transient Aircraft

Types of Aircraft/Unit Name/T/M/S	Description of Frequency, Quantity and Primary Mission
	SEE NOTE

In addition to providing services to Transient Aircraft as an APOE, Master Jet Base and Space shuttle Launch Divert Base, MCAS Cherry Point routinely hosts Mobility Command aircraft in support of 2 MEF exercises/operations and provides support to world-wide deployments. Transient Aircraft mix includes almost every type of military aircraft from all Services. On a case-by-case basis the air station also provides services to transient civilian aircraft; light planes up to B-747. 3,850 transient aircraft were handled during FY 1993.

We have no record of responding with the number of 515 unrecorded transient aircraft servicings anywhere in the initial Data Call response. The number previously reported (see paragraph above) was 3,850 transient aircraft. Liaison with local Naval Audit personnel provides no further information: they do not know the source of the "515" number either.

Yearly exercises during which transient aircraft use MCAS Cherry Point facilities include: 4 CAPEXs, 1 major Joint exercise (e.g. Solid Shield, Ocean Venture, etc.), 2 SATEXs, 2 SOCEXs, 1 FIELDEX and numerous weapons/training detachments. Attachment (7) provides sample 1994 schedule information.

4.a. Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP)?

MCAS Cherry Point serves as an Aerial Port of Embarkation (APOE) for II MEF (2d Marine Division, 2d Marine Aircraft Wing and 2d Force Services Support Group).

4.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

Remain the same.

4.c. List all other installations (DoD and Non-DoD) that could potentially support this mission.

Regional DoD installations include Seymour Johnson AFB and Pope AFB. There are no civilian facilities in the local area capable of handling large aircraft.

5. List any other military support missions currently conducted at/from this air station (i.e., port of embarkation for USMC personnel).

Alternate space shuttle landing site.

Divert airfield for aircraft stationed at Seymour Johnson AFB. During Seymour Johnson periods of closure USAF fighters and tankers are also relocated to MCAS Cherry Point.

6. Are any new military missions planned for this air station?

Unknown, other than support for operational Navy F/A-18 squadrons and 1 FRS as a part of BRAC '93 Realignments.

2.a. List the training ranges (including land areas used for tactical or infantry training), outlying airfields, auxiliary airfields and airspace that are actively managed (scheduled or controlled) by the air station.

Table 2.1 Training Management

Managed Training Assets	Management Role
Rifle Range	Provide coaches, Ammunition & Upkeep
Pistol Range	--do--
Close Combat Range	--do--
5306A incl underlying ranges (BT-9,BT-11, TACTS,MAEWR)	Operate, Maintain, Schedule & Control
5306C	Schedule and Control
Hatteras-Fox MOA	--do--
Neuse ATCCA	--do--
AR18V	--do--
VRs 1040,1041,1043,1046	--do--
IR 023	Schedule
MCOLF Atlantic	Operate, Maintain, Schedule and Control
W122	Schedule, Control and coordinate

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

Table 2.2 Other Installations

Installation	Agency	Reason for Consideration
NONE		

7.b. List all other operational units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.2 Other Units

Operational Unit	Training Function / Facilities Used
4th MAW	Bombing, Air to Ground gunnery, coordinated strikes, EW, TACTS, ACM, BCM, LAT, NVG, CAS, FAC(A), FCF, FAM and refueling / 5306A and underlying ranges, Neuse ATCAA, 5306C, Hatteras-Fox MOA, AR18V, VR 1043 and VR1046
CVW1, 2, 7 & 8	-- do --
MATSWING	-- do --
SWATSWING	-- do --
FITWING	-- do --
8th & 9th AF	-- do --
18th Avn Bgde	-- do --

7.c. List all Joint (non-DON) units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.3 Joint Units

Operational Unit	Training Function / Facilities Used
JSOC	Bombing, Air to Ground gunnery, coordinated strikes, EW, TACTS, ACM, BCM, LAT, NVG, CAS, FAC(A), FCF, FAM and refueling / 5306A and underlying ranges, Neuse ATCAA, 5306C, Hatteras-Fox MOA, AR18V, VR 1043 and VR1046

8. Does the air station or its tenants have any requirements to support training of other Navy and Marine Corps forces or non-DON Joint forces (e.g., ground force training, battle group exercise, etc.)

Table 8.1 Forces Supported

Forces	Location / Distance	Type of Support	Frequency
CAG 1, 3 & 7	NAS Oceana/ 150NM or at sea (W122)	CAG "Work-ups", Major exercises, Joint Unit Training	Bi-Weekly
Second Fleet	NAS Norfolk/ 150 NM or at sea	Major Exercises	Quarterly
JSOC	Ft Bragg/ 150 NM	Special Ops	Annual
Marine Exp. Units	Camp Lejeune/ 40 NM	MEU "Work-ups"	Quarterly
9th AF	Shaw ABF/ 200NM	Air to Ground and Air to Air , Major Exercises, Joint Unit training	Bi-Weekly
MAGTF	local and Camp Lejeune	Air to Ground and Air to Air	Quarterly

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

MCAS Cherry Point plans and coordinates through N.C. Division of Emergency Management for disaster and emergency response. MCAS Cherry Point provides search and rescue assistance to military and civilian aircraft in the local flying area and assistance is provided to Norfolk search and rescue as needed. Through memorandum of understanding with U.S. Coast Guard augments Coast Guard assets for surface search and rescue.
Current MSAs/LOAs concerning fire fighting, search & rescue, emergency billeting/messing facilities provide immediate response for the base Commander. MEF, when in garrison, assumes role of Marine Corps Regional Planning Agent (MCRPA).

7.a. List all ground combat or special operations units (not previously mentioned in your Capacity Data Call)that train at, operate from, or mobilize to this air station.

Table 7.1 Ground Combat or Special Operations Units

Ground Unit	Training Function / Facilities Used
Navy Seals	Special OPs, FAC, Boating -- BT-9/BT-11/MCOLF Atlantic
Joint Special Ops Command	Special Ops -- BT-9/BT-11/MCOLF Atlantic
Air Force Special Ops Command	Special Ops -- BT-9/BT-11/MCOLF Atlantic
82d Airborne	Raids, FAC BT-11/MCOLF Atlantic
2d Recon Bn	Raids, FAC BT-11/MCOLF Atlantic
Force Recon	Special Ops, FAC BT-11/MCOLF Atlantic
2d Anglico	FAC BT-11/MCOLF Atlantic
MWCG-28	Radar site for exercises -- MCOLF Atlantic
3d LAAM Bn	Exercise Support -- MCOLF Atlantic
4th LAAD Bn	Exercise Support -- MCOLF Atlantic
2d SRI	Exercise Support -- MCOLF Atlantic
2d Low Alt Defense Bn	Exercise Support -- MCOLF Atlantic
8th Comm Bn	Communication Sites -- MCOLF Atlantic

General Military Support

3.a. Does this air station directly support a military or civilian area control and surveillance mission (i.e., FACSFAC, FAA support)? If so, provide details of your level of support.

Cherry Point Directly supports the mission of FACSFAC as follows:

[1] Coordination and monitoring of airborne military units operating within and transiting between offshore areas.

[2] Airspace containment services within assigned special use airspace.

[3] Radar surveillance services to participating military units, other governmental A/C, governmental contract A/C, and civil A/C on a strictly not-to-interfere basis as delineated by letters of agreement with applicable FAA and military activities.

[4] Assistance during search and rescue operations.

[5] Providing enroute ATC services and positive control of IFR A/C arriving and departing special use airspace.

3.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

The mission is expected to increase due to the expansion of Cherry Point's Special Use Airspace. Proposals have already been forwarded to establish five more Military Operating Areas (MOAs) and two more Restricted Areas. Cherry Point will become the controlling agency for this new airspace when it is established.

3.c. List all other installations (DoD and Non-DoD) that could potentially support this mission.

This is an ambiguous request in that there is no context or intent. Any facility with comparable talent, experience, manpower and equipment could support Cherry Point's entire mission. If the intent is to piece-meal this mission then there are a number of agencies that could potentially support it either temporarily or permanently:

FACSFAC VASCAPES
MATCS 28 Detachments
AWACS
Washington Center
MCAS New River
Comparable expeditionary ATC units from other services.

Mission Requirements

1. List the types and number of transient aircraft/detachments supported at this air station during FY 93 and describe the training and/or military missions conducted by these aircraft while stationed here. If supporting transient aircraft/detachments is a major mission, attach detailed schedules for the 1st & 2nd quarters FY 94.

Table 1.1 Transient Aircraft

Types of Aircraft/Unit. Name/T/M/S	Description of Frequency, Quantity and Primary Mission
	SEE NOTE

In addition to providing services to Transient Aircraft as an APOE, Master Jet Base and Space shuttle Launch Divert Base, MCAS Cherry Point routinely hosts Mobility Command aircraft in support of 2 MEF exercises/operations and provides support to world-wide deployments. Transient Aircraft mix includes almost every type of military aircraft from all Services. On a case-by-case basis the air station also provides services to transient civilian aircraft; light planes up to B-747. 3,850 transient aircraft were handled during FY 1993.

Yearly exercises during which transient aircraft use MCAS Cherry Point facilities include: 4 CAPEXs, 1 major Joint exercise (e.g. Solid Shield, Ocean Venture, etc.), 2 SATEXs, 2 SOCEXs, 1 FIELDEX and numerous weapons/training detachments. Attachment (7) provides sample 1994 schedule information.

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

9.b. Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

Climatological data provided to N.C. Forestry Service.
Destructive weather data provided to local disaster centers.
24 hour weather service for pilots.
Current weather and forecast as requested by local civilian A/C.
Current weather and forecast to local Television and Radio stations.
24 hour support to the National Automated Weather Network for local, national and worldwide dissemination.
Inputs data to support the National Oceanographic and Atmospheric Agency (NOAA)

10.a. Does this air station currently have any special non-DoD or civilian support missions (i.e., counter-drug, scientific support)? If so, describe.

Civilian interdiction flights are supported. Support is provided to local narcotics agencies by allowing access to restricted areas and flight following is provided on enroute suspected drug aircraft with information forwarded to Washington center.

10.b. If applicable, give the type and number of aircraft based at your air station that conduct these operations (10.a.)and the total number of sorties flown during FY 1993 in support of these operations. **N/A**

Table 10.1 Support Operations

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993

10.c. If applicable, list the facilities, special equipment (e.g., radar surveillance systems) and personnel at your air station that directly support these operations.

Table 10.2 Supporting Equipment

Equipment/Facility /Personnel	Function
NONE*	

*** No assets "directly" support this mission. Normal operational equipment and personnel are used in collateral support.**

11. Are any new civilian or other non-DoD missions planned for this air station? If so, describe. **NONE**

R

10a. Do the civilian interdiction flights involve support on the ground? i.e. maintenance, hangar, storage etc.

NO

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator:**R5306A**

a.Type of airspace: **restricted area**
b.Dimensions (nmi. x nmi. x ft of altitude): **28x30x17,999**
c.Distance from main airfield: **10NM**
d.Time enroute from main airfield: **3 min.**
e.Controlling agency: **Cherry Point RATCF**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
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**
i.Is the airspace under communications coverage? **YES**
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.Number of sorties flown in FY 1993: **11,758 (see attachment (5) for details)**
- By Navy/USMC: **Estimated at 80% = 9406**
- By other services (including reserves and national guard): **Estimated at 20% = 2352**

m. Percent of sorties cancelled due to weather: **% Sorties Cancelled**
n.Number of available hours in FY 1993: **8760**
o.Number of scheduled hours in FY 1993: **3100.5**
- By Navy/USMC: **Estimated at 80% = 2480.4**
- By other services (including reserves and national guard): **Estimated at 20% = 620.1**

p.Number of hours used: **1128.6**
- By Navy/USMC: **Estimated at 80% = 902.9**
- By other services (including reserves and national guard): **Estimated at 20% = 225.7**

q. Types of training permitted: FCF, LAT, NAV, ACM, NAVFRM, FAM
r. Is the training within this airspace affected by environmental issues? If so, how?
YES. Noise sensitive areas, wetland concerns, wildlife refuges.

***See Next Page**

Airspace Designator: **VR1040**

a.Type of airspace: **MTR**
b.Dimensions (nmi. x nmi. x ft of altitude): **See attachment A-1 to attachment (5)**
c.Distance from main airfield: **See attachment A-1 to attachment (5)**
d.Time enroute from main airfield: **See attachment A-1 to attachment (5)**
e.Controlling agency: **See attachment A-1 to attachment (5)**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
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? **See attachment A-1 to attachment (5)**
i.Is the airspace under communications coverage? **See attachment A-1 to attachment (5)**
j.Number of low level airways (below 18,000 ft) that bisect airspace: **See attachments A-1 to attachment (5)**
k.Number of high altitude airways (above 18,000 ft) that bisect airspace: **N/A**
l.Number of sorties flown in FY 1993: **310 Computer entries**
- By Navy/USMC: **Estimated at 80% = 248**
- By other services (including reserves and national guard): **Estimated at 20% = 62**

m. Percent of sorties cancelled due to weather: **Data not retained, see NOTE**
n.Number of available hours in FY 1993: **8760**
o.Number of scheduled hours in FY 1993: **165.1, see NOTE**
- By Navy/USMC: **Estimated at 80% = 132.1**
- By other services (including reserves and national guard): **Estimated at 20% = 33**

p.Number of hours used: **165.1**
- By Navy/USMC: **Estimated at 80% = 132.1**
- By other services (including reserves and national guard): **Estimated at 20% = 33**

q. Types of training permitted: **LAT, NAV**
r. Is the training within this airspace affected by environmental issues? If so, how?
YES. See attachment A-1 to attachment (5)

NOTE: There are no entries made to our present system when a pilot cancels as it is assumed that the route was flown as requested. There is no update program for our routes. Effectively, time scheduled equals time utilized by local records.

Airspace Designator: **VR1041**

a. Type of airspace: **MTR**
b. Dimensions (nmi. x nmi. x ft of altitude): **See attachment A-2 to attachment (5)**
c. Distance from main airfield: **See attachment A-2 to attachment (5)**
d. Time enroute from main airfield: **See attachment A-2 to attachment (5).**
e. Controlling agency: **See attachment A-2 to attachment (5)**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
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? **See attachment A-2 to attachment (5)**
i. Is the airspace under communications coverage? **See attachment A-2 to attachment (5)**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **See attachments A-2 to attachment (5)**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NONE**
l. Number of sorties flown in FY 1993: **196 computer entries**
- By Navy/USMC: **Estimated at 80% = 157**
- By other services (including reserves and national guard): **Estimated at 20% = 39**

m. Percent of sorties cancelled due to weather: **See NOTE**
n. Number of available hours in FY 1993: **8760**
o. Number of scheduled hours in FY 1993: **84.8 See NOTE**
- By Navy/USMC: **Estimated at 80% = 67.8**
- By other services (including reserves and national guard): **Estimated at 20% = 17**

p. Number of hours used: **84.8 See NOTE**
- By Navy/USMC: **Estimated at 80% = 67.8**
- By other services (including reserves and national guard): **Estimated at 20% = 17**

q. Types of training permitted: **LAT, NAV**
r. Is the training within this airspace affected by environmental issues? If so, how?
YES. Noise sensitive areas, wetland concerns, wildlife refuges.

NOTE: There are no entries made to our present system when a pilot cancels as it is assumed that the route was flown as requested. There is no update program for our routes. Effectively, time scheduled equals time utilized by local records.

Airspace Designator: **VR1043**

a. Type of airspace: **MTR**
b. Dimensions (nmi. x nmi. x ft of altitude): **See attachment A-3 to attachment (5)**
c. Distance from main airfield: **See attachment A-3 to attachment (5)**
d. Time enroute from main airfield: **See attachment A-3 to attachment (5).**
e. Controlling agency: **See attachment A-3 to attachment (5)**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
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? **See attachment A-3 to attachment (5)**
i. Is the airspace under communications coverage? **See attachment A-3 to attachment (5)**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **See attachments A-3 to attachment (5)**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NONE**
l. Number of sorties flown in FY 1993: **172 computer entries**
- By Navy/USMC: **Estimated at 80% = 138**
- By other services (including reserves and national guard): **Estimated at 20% = 34**

m. Percent of sorties cancelled due to weather: **See NOTE**
n. Number of available hours in FY 1993: **5840 (16 hours/day, 0600-2300)**
o. Number of scheduled hours in FY 1993: **144.8 See NOTE**
- By Navy/USMC: **Estimated at 80% = 115.8**
- By other services (including reserves and national guard): **Estimated at 20% = 29**

p. Number of hours used: **144.8 See NOTE**
- By Navy/USMC: **Estimated at 80% = 115.8**
- By other services (including reserves and national guard): **Estimated at 20% = 29**

q. Types of training permitted: **LAT, NAV**
r. Is the training within this airspace affected by environmental issues? If so, how?
YES. Noise sensitive areas, wetland concerns, wildlife refuges.

NOTE: There are no entries made to our present system when a pilot cancels as it is assumed that the route was flown as requested. There is no update program for our routes. Effectively, time scheduled equals time utilized by local records.

Airspace Designator: **VR1046**

a. Type of airspace: **MTR**
b. Dimensions (nmi. x nmi. x ft of altitude): **See attachment A-4 to attachment (5)**
c. Distance from main airfield: **See attachment A-4 to attachment (5)**
d. Time enroute from main airfield: **See attachment A-4 to attachment (5).**
e. Controlling agency: **See attachment A-4 to attachment (5)**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
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? **See attachment A-4 to attachment (5)**
i. Is the airspace under communications coverage? **See attachment A-4 to attachment (5)**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **See attachments A-4 to attachment (5)**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NONE**
l. Number of sorties flown in FY 1993: **249 computer entries**
- By Navy/USMC: **Estimated at 80% = 199**
- By other services (including reserves and national guard): **Estimated at 20% = 50**

m. Percent of sorties cancelled due to weather: **See NOTE**
n. Number of available hours in FY 1993: **3132 (12 hours/day Mon-Fri, 0600-1800)**
o. Number of scheduled hours in FY 1993: **158.8 See NOTE**
- By Navy/USMC: **Estimated at 80% = 127**
- By other services (including reserves and national guard): **Estimated at 20% = 31.8**

p. Number of hours used: **158.8 See NOTE**
- By Navy/USMC: **Estimated at 80% = 127**
- By other services (including reserves and national guard): **Estimated at 20% = 31.8**

q. Types of training permitted: **LAT, NAV**
r. Is the training within this airspace affected by environmental issues? If so, how?
YES. Noise sensitive areas, wetland concerns, wildlife refuges.

NOTE: There are no entries made to our present system when a pilot cancels as it is assumed that the route was flown as requested. There is no update program for our routes. Effectively, time scheduled equals time utilized by local records.

Airspace Designator: **IR023**

a. Type of airspace: **MTR**
b. Dimensions (nmi. x nmi. x ft of altitude): **See attachment (5)**
c. Distance from main airfield: **See attachment (5)**
d. Time enroute from main airfield: **See attachment (5)**.
e. Controlling agency: **See attachment (5)**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
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**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **See attachment (5)**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NONE**
l. Number of sorties flown in FY 1993: **40 A/C**
   - By Navy/USMC: **Estimated at 80% = 32**
   - By other services (including reserves and national guard): **Estimated at 20% = 8**
m. Percent of sorties cancelled due to weather: **See NOTE**
n. Number of available hours in FY 1993: **8760**
o. Number of scheduled hours in FY 1993: **15.4 See NOTE**
   - By Navy/USMC: **Estimated at 80% = 12.3**
   - By other services (including reserves and national guard): **Estimated at 20% = 3.1**
p. Number of hours used: **15.4 See NOTE**
   - By Navy/USMC: **Estimated at 80% = 12.3**
   - By other services (including reserves and national guard): **Estimated at 20% = 3.1**
q. Types of training permitted: **LAT, NAV**
r. Is the training within this airspace affected by environmental issues? If so, how?
YES. Noise sensitive areas, wetland concerns, wildlife refuges.

NOTE: There are no entries made to our present system when a pilot cancels as it is assumed that the route was flown as requested. There is no update program for our routes. Effectively, time scheduled equals time utilized by local records.

Airspace Designator: **AR18V**

a. Type of airspace: **VFR Refueling Track**
b. Dimensions (nmi. x nmi. x ft of altitude): **See attachment (5)**
c. Distance from main airfield: **See attachment (5)**
d. Time enroute from main airfield: **See attachment (5)**.
e. Controlling agency: **Cherry Point RATCF**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
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**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **See attachment (5)**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NONE**
l. Number of sorties flown in FY 1993: **42 A/C**
- By Navy/USMC: **Estimated at 100% = 42**
- By other services (including reserves and national guard): **0**

m. Percent of sorties cancelled due to weather: **Scheduled & updated data are not retained, estimated at 60%.**
n. Number of available hours in FY 1993: **8760**
o. Number of scheduled hours in FY 1993: **141.3**
- By Navy/USMC: **141.3**
- By other services (including reserves and national guard): **0**

p. Number of hours used: **41**
- By Navy/USMC: **41**
- By other services (including reserves and national guard): **0**

q. Types of training permitted: **VFR Helo Refueling**
r. Is the training within this airspace affected by environmental issues? If so, how?
YES. Noise sensitive areas, wetland concerns, wildlife refuges.

Airspace Designator:**R5306C**

a.Type of airspace: **Restricted Area**
b.Dimensions (nmi. x nmi. x ft of altitude): **12x16x1200-17999'**
c.Distance from main airfield: **10NM**
d.Time en route from main airfield: **3 Minutes.**
e.Controlling agency: **Cherry Point RATCF**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
g.Are canned/stereo airways needed to access air space? **No, but VR1043/46 initial entry points fall within "C" area when "C" area is activated.**
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h.Is the airspace under radar coverage? **YES**
i.Is the airspace under communications coverage? **YES**
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.Number of sorties flown in FY 1993: **938**
- By Navy/USMC: **Estimated at 80% = 750**
- By other services (including reserves and national guard): **Estimated at 20% = 188**

m. Percent of sorties cancelled due to weather: **50%.**
n.Number of available hours in FY 1993: **8760**
o.Number of scheduled hours in FY 1993: **787.5**
- By Navy/USMC: **Estimated at 80% = 630**
- By other services (including reserves and national guard): **Estimated at 20% = 157.5**

p.Number of hours used: **591 (estimated @ 75% of scheduled)**
- By Navy/USMC: **Estimated at 80% = 472.8**
- By other services (including reserves and national guard): **Estimated at 20% = 118.2**

q. Types of training permitted: **LAT, Holding**
r. Is the training within this airspace affected by environmental issues? If so, how?
None Known

Airspace Designator: **Hatteras-Fox**

a.Type of airspace: **MOA**
b.Dimensions (nmi. x nmi. x ft of altitude): **10 x 13 x 3,000-13,000'**
c.Distance from main airfield: **31NM**
d.Time en route from main airfield: **10 Minutes.**
e.Controlling agency: **Cherry Point RATCF**
f. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
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**
i.Is the airspace under communications coverage? **YES**
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.Number of sorties flown in FY 1993: **132**
- By Navy/USMC: **Estimated at 80% = 106**
- By other services (including reserves and national guard): **Estimated at 20% = 26**

m. Percent of sorties cancelled due to weather: **5%.**
n.Number of available hours in FY 1993: **8760**
o.Number of scheduled hours in FY 1993: **434.3**
- By Navy/USMC: **Estimated at 80% = 347.4**
- By other services (including reserves and national guard): **Estimated at 20% = 86.9**

p.Number of hours used: **217 (estimated @ 50% of scheduled)**
- By Navy/USMC: **Estimated at 80% = 173.6**
- By other services (including reserves and national guard): **Estimated at 20% = 43.4**

q. Types of training permitted: **FAM, ACRO, FCF**
r. Is the training within this airspace affected by environmental issues? If so, how?
None Known

13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

Range Name: BT-9

a. Location (city/county and state): **Pamlico County, NC**
b. Distance from main airfield: **28NM**
c. Time en route from main airfield: **10 minutes**
d. Controlling agency: **Cherry Point RATCF & Cherry Targets**
e. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
f. Are canned/stereo airways needed to access air space? **No, but there are two VR routes that terminate in R5306A**
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? **YES (monitor only)**
h. Is the airspace under communications coverage? **YES**
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. Number of sorties flown in FY 1993: **1588 A/C (See also attachment (6))**
   - By Navy/USMC: **Estimated at 80% = 1270 A/C**
   - By other Svcs (incl reserve/ national guard): **Estimated at 20% = 318 A/C**
l. Percent of sorties cancelled due to weather: **37%**
m. Number of available hours in FY 1993: **8760 (See also attachment (6))**
n. Number of scheduled hours in FY 1993: **1244.7**
   - By NavyUSMC: **956.5**
   - By other services (including reserves and national guard): **288.2**
o. Number of hours used: **820 (See also attachment (6))**
   - By Navy/USMC: **646.3**
   - By other services (including reserves and national guard): **173.7**
p. Types of training permitted: **DIVBM, ACM, EW, TACTS, NDBS**
q. Is the training within this airspace impeded by environmental issues?**NO**

R

13. Provide information on Warning Areas within 250nm of the air station?

Warning Areas within 250nm of MCAS Cherry Point include;

W-108A	W-386A	W-50A	W-72A	W-122A	W-122E	W-122I
W-108B	W-386B	W-50B	W-72B	W-122B	W-122F	W-122J
W-108C	W-386C	W-50C		W-122C	W-122G	
	W-386D			W-122D	W-122H	

W-110

(All above "W" areas controlled/scheduled by FACSFAC, VACAPES, Oceana, Va)

W-132A	W-133	W-134	W-157A
W-132B			W-157B
			W-157C

(All above "W" areas controlled by JAX Center, scheduled by FACSFAC, jacksonville, FL)

W-161A W-161B

All above "W" areas controlled by JAX Center, scheduled by SHAW AFB.

Range Name: BT-11

a. Location (city/county and state): **Carteret County, NC**
b. Distance from main airfield: **22NM**
c. Time en route from main airfield: **8 minutes**
d. Controlling agency: **Cherry Point RATCF & Cherry Targets**
e. Scheduling agency: **Cherry Point Range/Airspace Scheduling (SOTT)**
f. Are canned/stereo airways needed to access air space? **No, but there are two VR routes that terminate in R5306A**
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? **YES (monitor only)**
h. Is the airspace under communications coverage? **YES**
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. Number of sorties flown in FY 1993: **4800 A/C**
   - By Navy/USMC: **Estimated at 80% = 3840 A/C (See also attachment (6))**
   - By other Svcs (incl reserve/ national guard): **Estimated at 20% = 960 A/C**
l. Percent of sorties cancelled due to weather: **32%**
m. Number of available hours in FY 1993: **8760**
n. Number of scheduled hours in FY 1993: **2541.1 (See also attachment (6))**
   - By NavyUSMC: **2209.6**
   - By other services (including reserves and national guard): **331.5**
o. Number of hours used: **1587 (See also attachment (6))**
   - By Navy/USMC: **1349.3**
   - By other services (including reserves and national guard): **237.7**
p. Types of training permitted: **DIVBM, ACM, EW, FAM, TACTS, NDBS, LZR**
q. Is the training within this airspace impeded by environmental issues?**NO**

14. Is land and/or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **NO**

15. Is the SUA/airspace for special use routinely used by aviation units or squadrons assigned to your air station sufficient to satisfy the air-to-air training, air-to-ground training and low level training missions of units assigned to the air station? Explain the nature and magnitude of any shortfalls.
YES, with the exception of live ordnance usage which is satisfied on weapons deployments to Yuma, El Centro, Fallon, etc.

16. If deployments or detachments to other domestic locations are required to satisfy airspace shortfalls, fill out the following tables: **UNKNOWN. 2d MAW funding**

Table16.1 Deployment Costs

WHERE	REASON	ANNUAL TAD COSTS ADVERSE WEATHER	ANNUAL TAD COSTS AIRSPACE NOT AVAILABLE	ANNUAL TAD COSTS NO LOCAL RANGE/ OTHER
	NOTE			

NOTE: We have limited live ordnance drops locally at R5306 (BT-9) and at Camp Lejeune (G-10 and Browns Island). Live ordnance drops are generally done as a part of normally scheduled West Coast deployments. There is no special TAD associated with this airspace shortfall as it is covered under deployment costs.

Airfields

17. For the main airfield(s) and each auxiliary and outlying field, provide the following data

Airfield Name: MCAS Cherry Point

a. Location: **Havelock, NC**
b. Distance from main field: **0 (Main Field)**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **YES**
d. Does the airfield have parallel or dual offset runways?

MCAS Cherry Point can be considered to have dual offset runways as follows:

Rwy 5L/23R; 8490' x 200'
Rwy 5R/23L; 8190' x 200"
Rwy 14L/32R; 8980' x 200'
Rwy 14R/32L; 8400' x 200'

Lateral separation, center line to center line, for 32/14 is 502.2'.

Lateral separation, center line to center line, for 23/05 is 497.7'.

Longitudinal offset of 1000' x 1000' is provided by the field centermat.

By NAVFAC design MCAS Cherry Point is designated as a "Quadrantal Configuration, allowing simultaneous takeoffs and landings from four directions."

e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **N/A**
e. Does the airfield have full-length parallel taxiways? **YES. Runways 05 and 14 but not on runways 23 and 32.**
f. Does the airfield have high speed taxiways? **YES.**
g. Does the airfield have a crosswind runway? **YES. The airfield has four major runways that can be used depending upon prevailing wind conditions.**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **NO**
i. How much capacity is lost? **N/A**
j. What percent of the time do conditions force the crosswind runway to be used? **N/A**
k. Is the airfield equipped to support IFR flight operations? **YES**
l. Is the airfield owned by the navy or leased? **Owned**
m. Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **This airfield is designed primarily for jet A/C with special features for AV-8 VSTOL operations. The airfield currently has four pads for vertical landings by AV-8s and one**

R

pad for running vertical landings. Other AV-8 pads are being designed at this time to expand the VSTOL capabilities and training opportunities. There are several helicopter landing zones in or around the airfield which are used for training and operational requirements.

n. Does the air station perimeter road completely encircle the airfield? **NO**

o. Is the air station perimeter road 100% paved? If not estimate the percentage paved. **50%**

p. Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **No. One third of the air station is bound by water.**

q. Is lack of fencing a security discrepancy? **NO**

r. Other remarks.

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pad for running vertical landings. Other AV-8 pads are being designed at this time to expand the VSTOL capabilities and training opportunities. There are several helicopter landing zones in or around the airfield which are used for training and operational requirements.

n.Does the air station perimeter road completely encircle the airfield? **NO**

o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. **50%**

p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **No. One third of the air station is bound by water.**

q.Is lack of fencing a security discrepancy? **NO**

r.Other remarks.

Airfields

17. For the main airfield(s) and each auxiliary and outlying field, provide the following data

Airfield Name: MCAS Cherry Point

a.Location: **Havelock, NC**
b.Distance from main field: **0 (Main Field)**
c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **YES**
d.Does the airfield have parallel or dual offset runways? **NO**
e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **N/A**
e.Does the airfield have full-length parallel taxiways? **YES. Runways 05 and 14 but not on runways 23 and 32.**
f.Does the airfield have high speed taxiways? **YES.**
g.Does the airfield have a crosswind runway? **YES. The airfield has four major runways that can be used depending upon prevailing wind conditions.**
h.If conditions force the use of this runway, does the airfield lose flight ops capacity? **NO**
i.How much capacity is lost? **N/A**
j.What percent of the time do conditions force the crosswind runway to be used? **N/A**
k.Is the airfield equipped to support IFR flight operations? **YES**
l.Is the airfield owned by the navy or leased? **Owned**
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **This airfield is designed primarily for jet A/C with special features for AV-8 VSTOL operations. The airfield currently has four pads for vertical landings by AV-8s and one pad for running vertical landings. Other AV-8 pads are being designed at this time to expand the VSTOL capabilities and training opportunities. There are several helicopter landing zones in or around the airfield which are used for training and operational requirements.**
n.Does the air station perimeter road completely encircle the airfield? **NO**
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. **50%**
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **No. One third of the air station is bound by water.**
q.Is lack of fencing a security discrepancy? **NO**
r.Other remarks.

Airfield Name: MCOLF Atlantic

a.Location: **Atlantic, NC**
b.Distance from main field: **50 Miles**
c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **Yes, rotary wing airfield is closed.**
d.Does the airfield have parallel or dual offset runways? **NO**
e.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**
f.Does the airfield have high speed taxiways? **NO**
g.Does the airfield have a crosswind runway? **YES**
h.If conditions force the use of this runway, does the airfield lose flight ops capacity? **UNK**
i.How much capacity is lost? **UNK**
j.What percent of the time do conditions force the crosswind runway to be used? **UNK**
k.Is the airfield equipped to support IFR flight operations? **NO**
l.Is the airfield owned by the navy or leased? **OWNED**
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **Helo and Prop**
n.Does the air station perimeter road completely encircle the airfield? **No Road**
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. **N/A**
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **No Fence**
q.Is lack of fencing a security discrepancy? **Yes**
r.Other remarks.

Airfield Name: **MCALF Bogue**

a.Location: **Bogue, NC**
b.Distance from main field: **14 NM southwest of MCAS Cherry Point**
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**
e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **N/A**
e.Does the airfield have full-length parallel taxiways? **NO**
f.Does the airfield have high speed taxiways? **NO**
g.Does the airfield have a crosswind runway? **NO**
h.If conditions force the use of this runway, does the airfield lose flight ops capacity? **N/A**
i.How much capacity is lost? **N/A**
j.What percent of the time do conditions force the crosswind runway to be used? **N/A**
k.Is the airfield equipped to support IFR flight operations? **YES**
l.Is the airfield owned by the navy or leased? **Owned**
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **MCALF Bogue is used for training of tactical jet aviators, primarily for Fleet Carrier Landing Practice (FCLP). Airfield is also used for expeditionary airfield training. Runway is AM-2 matting.**
n.Does the air station perimeter road completely encircle the airfield? **NO**
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. **25%**
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **NO. two thirds of the facility is bound by water (intercoastal canal) and swamp.**
q.Is lack of fencing a security discrepancy? **NO**
r.Other remarks.

Airfield Name: MCALF MCOLF Oak Grove

Refer to MCAS New River Response to this Data Call.
a.Location:
b.Distance from main field:
c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
d.Does the airfield have parallel or dual offset runways?
e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
e.Does the airfield have full-length parallel taxiways?
f.Does the airfield have high speed taxiways?
g.Does the airfield have a crosswind runway?
h.If conditions force the use of this runway, does the airfield lose flight ops capacity?
i.How much capacity is lost?
j.What percent of the time do conditions force the crosswind runway to be used?
k.Is the airfield equipped to support IFR flight operations?
l.Is the airfield owned by the navy or leased?
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).
n.Does the air station perimeter road completely encircle the airfield?
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved.
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why.
q.Is lack of fencing a security discrepancy?
r.Other remarks.

18. Are the current airfield descriptions, operations and facilities consistent with the flight information publication (FLIP)? Attach a copy of the latest FLIP chart annotated with any updates.
Cherry Point: YES
Atlantic: Airfield is closed. Would require extensive funding and work plus TERPS survey, etc. before airfield could be utilized.
Bogue: YES
Oak Grove: Refer to MCAS New River response to this Data Call.

See attachment (8) for FLIP charts.

Facilities
Base Infrastructure and Investment

19. List the project number, description, funding year, and value of the **capital improvements at your base completed (beneficial occupancy) during 1988 to 1994.** Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 19.1 Capital Improvement Expenditure

Project Number	Description	Fund Year	Value
	SEE NOTE		

NOTE: Data does not fit table cells. See attachment (1) for detailed information.

None of these capital improvements are a result of BRAC realignments or closures. However, various projects in support of BRAC '93 realignment of Cecil Field assets to MCAS Cherry Point are in planning (see question 20b).

20.a. List the project number, description, funding year, and value of the **non-BRAC related capital improvements** planned for years 1995 through 1997.

Table 20.1 Planned Capital improvements

Project Number	Description	Fund Year	Value
	See attachment (2) for detailed information		

20.b. List the project number, description, funding year, and value of the **BRAC related capital improvements planned/programmed** for 1995 through 1999.

Table 20.2 **Planned Capital improvements**

Project Number	Description	Fund Year	Value $M
P-084T	F/A-18 Airfield Facilities, North & West Quadrants	96	206.4
P-085T	New OLF	96	49.20
P-086T	Family Housing	96	43.97
P-087T	Hancock Village Replacement	96	38.00
P-088T	Training Facilities	96	24.00
P-089T	Administrative Facility	96	1.660
P-090T	Bachelor Enlisted Quarters (BEQ)	96	39.50
P-091T	Personnel Support Facilities	96	6.400
P-092T	Missle Magazine	96	9.800
P-093T	Landscaping and Signage	96	.950

Personnel Support Facilities

21. Administrative Spaces

21.a. In the following table, indicate the available space (SF), individual workstation (PN), and condition for each facility designated or used for administrative purposes.

Table 21.1 Administrative Support Spaces

Building Type	NAVFAC (P-80) category code	Adequate		Substandard		Inadequate		Total	
		SF	PN	SF	PN	SF	PN	SF	PN
Administrative office	610-10	119,488	N/A	148,708	N/A	7,693	N/A	275,889	N/A
ADP installations	610-20	23,729	N/A	0	N/A	0	N/A	23,729	N/A
Legal services	610-40	0	N/A	23,575	N/A	0	N/A	23,575	N/A
Admin storage	610-77	0	N/A	0	N/A	0	N/A	0	N/A
Underground administrative office	620-10	0	N/A	0	N/A	0	N/A	0	N/A
Underground ADP installation	620-20	0	N/A	0	N/A	0	N/A	0	N/A
Underground admin storage	620-77	0	N/A	0	N/A	0	N/A	0	N/A
Other	620-7X	0	N/A	0	N/A	0	N/A	0	N/A

21.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds. Does the deficiency result in a C3 or C4 designation on your baserep?

610-10 A. Facility Type: Administrative Office
B. What makes it inadequate: Overall condition of these five buildings at different locations aboard the air station.
C. What use is being made of the facility: Some are vacant, some are used for office space and some are used for storage.
D. What other use could be made of this facility: NONE
E. Cost to correct deficiencies: Cost of replacement facilities.
F. Current improvement plans and programmed funding: NONE

22. Describe any administrative support facility limitations. Describe the potential for expansion of the services that administrative support facilities provide.

Limitations:

Few of the administrative facilities are well suited to housing large administrative functions. Many of these admin spaces are small areas within hangars, warehouses or shops and are suitable only for supporting those functions. Many are remotely located with poor telecommunications access.

Of the 52 buildings which contain administrative support space, 17 of these spaces are under 2,000 SF each (totalling 16,751 SF) and 28 spaces measure between 2,000 and 20,000 SF (totalling 228,872 SF). Three of these buildings, totalling 5,693 SF, are planned for demolition.

Only seven of these space exceed 20,000 SF (totalling 275,973 SF). These are old buildings and most are multi-use facilities as detailed below:

Building#: 87
Year in which built: 1945
Major Occupant/Use: Facilities Maintenance
Admin SF: 24,000
Admin CCN: 610-10
Other SF: 0
Other CCN: NONE
% Admin: 100

Building#: 159
Year in which built: 1954
Major Occupant/Use: Supply and G-6
Admin SF: 52,269
Admin CCN: 610-10/20
Other SF: 174,482
Other CCN: 441-740
% Admin: 23

Building#: 198
Year in which built: 1942
Major Occupant/Use: Station/Wing Headquarters
Admin SF: 56,635
Admin CCN: 610-10/70
Other SF: 2,915
Other CCN: 131-740
% Admin: 95

Building#: 219
Year in which built: 1942
Major Occupant/Use: Joint Law Center
Admin SF: 23,575
Admin CCN: 610-40
Other SF: 0
Other CCN: NONE
% Admin: 100

Building#: 250
Year in which built: 1954
Major Occupant/Use: Hangar
Admin SF: 32,185
Admin CCN: 610-10/72
Other SF: 132,324
Other CCN: 171/211/441
% Admin: 20

Building#: 294
Year in which built: 1945
Major Occupant/Use: MWHS-2/Finance
Admin SF: 42,073
Admin CCN: 610-10/72
Other SF: 13,836
Other CCN: 171/730
% Admin: 75

Building#: 298
Year in which built: 1942
Major Occupant/Use: Finance
Admin SF: 45,236
Admin CCN: 610-10/70
Other SF: 21,523
Other CCN: 171/530/740
% Admin: 68

Potential:

Fiber optic cabling extended to the remote sites will increase potential for expanded service.

All data for this question was taken from FPD dated 94MAR11 and/or P-164 dated 30 Sept 93

23.a. List all specialized training facilities/simulators that are located at or near the air station.

Table 23.1 Specialized Training Facilities/Simulators Onboard/In Vicinity

Type	Purpose and Availability Elsewhere
AV-8B Operational Flight Trainer (Day Attack)	AV-8B aircrew training. Not available elsewhere
AV-8B Weapons Tactics Trainer (Day Attack)	AV-8B aircrew training. Also available at MCAS Yuma, Az.
AV-8B Weapons Tactics Trainer (Night Attack)	AV-8B aircrew training. Also available at MCAS Yuma, Az.
AV-8B Fuel Systems Simulator	AV-8B ground crew training. Not available elsewhere
AV-8B Electrical Systems Simulator	AV-8B ground crew training. Not available elsewhere
AV-8B Power Plants Simulator	AV-8B ground crew training. Not available elsewhere
AV-8B Landing Gear Systems Simulator	AV-8B ground crew training. Not available elsewhere
AV-8B Egress and Environmental Systems Simulator	AV-8B ground crew training. Not available elsewhere
AV-8B Flight Control Systems Simulator	AV-8B ground crew training. Not available elsewhere
AV-8B Armament Systems Simulator	AV-8B ground crew training. Not available elsewhere
AV-8B Avionics Systems Simulator	AV-8B ground crew training. Not available elsewhere
KC-130T Operational Flight Trainer	KC-130T aircrew training. Also available at MCAS El Toro, CA.
KC-130R Cockpit Procedures Trainer	KC-130R aircrew training. Not available elsewhere

36 Aircraft TACTS	Aircrew training, ACM, Air-Ground Weapons, EW, anti-radiation missiles. NAS Oceana (ACM only), MCAS Beaufort (ACM only) and NAS Key West (ACM only)
Electronic Warfare (EW) Simulators	Aircrew EW training against surface to air missiles and AAA. Both manned and unmanned sites, integrated with TACTS. Unique installation.
EA-6B Team Tactics Trainer	EA-6b Electronic Countermeasures Officer training. Also available at NAS Whidbey Island, WA
EA-6B Operational Flight Trainer	EA-6B aircrew training. Also available at NAS Whidbey Island, WA

23.b. List other facilities/simulators not available locally that would assist the training mission.

Table 23.2 Facilities/Simulators Desired

Type	Training Function	Location
C-9B Operational Flight Trainer	C-9B aircrew training	St Louis, MO
UC-12B Operational Flight Trainer	UC-12B aircrew trainer	Wichita, KN
Early warning and height finding radars.	Provide all elements of an Integrated Air Defense System for complete aircrew EW training.	NAS Falon

24.a. Is there is a NADEP located at the air station?

YES

24.b. Does the NADEP provide any direct support/benefit to the installation's intermediate maintenance mission?

NADEP Cherry Point provides a multitude of "on-call" services to fleet AV-8, CH/HH-46 and KC-130 aircraft, including emergency field team repairs, field team modifications, fleet training, customer service and engineering support.

25.a. What ship maintenance facilities are located at the air station? **NO**

Table 25.1 Ship Maintenance Facilities

Ship Maintenance Facility	Major Capabilities
N/A	

25.b. What other maintenance facilities do ships homeported/berthed at the air station use on a regular basis? **N/A**

Table 25.2 Other Ship Maintenance Facilities

Maintenance Activity	Type of Support	Location
N/A		

Regional Maintenance Concept

26. Has your AIMD been identified to be a part of the Navy's Regional Maintenance concept? If so, provide the details as currently known and what other DON industrial activities (both intermediate and depot level) are located within a 25 mile range of your activity?
No AIMD currently exists. AIMD is part of a BRAC '93 realignment of NAS Cecil Field. A NADEP is contiguous to MCAS Cherry Point currently. There is no other DoN Industrial facility within 25 miles.

Special Military Facilities

27. List all facilities at or near the air station that have a special role in military operations (ASWOCs, oceanographic facilities, etc.) of the aircraft or ships based at the installation.

Table 27.1 Special Military Facilities

Type of Facility	Operational Mission of Facility
Coast Guard Station Ft. Macon & Elizabeth City	SAR Coordination

Non-DON Facility Support Arrangements

28. List all inter-service arrangements (e.g., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Table 28.1 Non-DON Support

Activity Name / Military Service	Description of Activity Role and Degree of Support
Department of Defense	
Defense Commissary Agency (DECA) Central Region, Bldg 3354	Tenant provide commissary support to MCAS. MCAS provides space, utilities and base operational support
Defense Reutilization and Marketing Office , MCAS Cherry Point, NC	Tenant performs reutilization and marketing service for MCAS. MCAS provides space, utilities and base operational support
Defense Investigative Service, Washington, D.C., for DIS, MCAS Cherry Point, NC	Tenant provides investigative service to the area. MCAS provides office equipment and furniture.

Defense Printing Service, Charleston, SC	Tenant provides printing and reproduction services to MCAS. MCAS provides space, utilities and base operational support
Defense Logistics Agency Defense Distribution Region East Attn: DDRE-RB, New Cumberland, PA	Tenant provides supply storage/ warehousing services for MCAS. MCAS provides space, utilities and base operational support
Defense Financial Accounting Systems, Washington DC	Tenant provides accounting/payroll for MCAS. MCAS provides space, utilities and base operational support
US Army Medial Dept. Activity Fort Bragg, NC	Tenant provides veterinary Support to MCAS. MCAS provides space, utilities and base operational support
120th Army Reserve Command Fort Jackson, SC	MCAS provides transportation (packing and crating), expendable and general supplies, petroleum.
XVIII Airborne Corps and Fort Bragg, Fort Bragg, NC	Tenant performs training exercise on MCAS ranges. MCAS provides space, utilities and base operational support
US Army Recruiting Brigade (Southeast), Fort Gillam, GA	MCAS provides housing and lodging support for Army personnel assigned in this area.
USPFO for North Carolina NC Army National Guard	MCAS provides transportation (packing and crating), subsistence, expendable and general supplies.
Air Force	
Dept of the Air Force, 438th Military Aircraft Wing (MAC) McGuire AFB, NJ	Tenant stores airlift supplies at MCAS. MCAS provides space, utilities and minimum base operational services support.
4th Tactical Fighter Wing Seymour Johnson AFB	Tenant performs training on MCAS ranges. MCAS provides ranges and minimum base operational services support
169th Tactical Fighter Group McIntire Air National Guard Base, Eastover, SC	Tenant performs training on MCAS ranges. MCAS provides ranges
363 Tactical Fighter Wing/LGX Shaw AFB, SC	Tenant performs training on MCAS ranges. MCAS provides ranges

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

Table 29.1 Other Agencies

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
Civilian	
Craven Community College New Bern, NC	Tenant provides Educational Services for MCAS. MCAS provides space, utilities and minimum base operational services support.
Boston University Boston, MA	Tenant provides Educational Services for MCAS. MCAS provides space, utilities and minimum base operational services support.
Souther Illinois University Carbondale, IL	Tenant provides Educational Services for MCAS. MCAS provides space, utilities and minimum base operational services support.
Park College Parkville, MO	Tenant provides Educational Services for MCAS. MCAS provides space, utilities and minimum base operational services support.
American Red Cross MCAS Cherry Point	Minimum level of support provided. No Support Agreement.
Union Local #2296 MCAS, Cherry Point	Minimum level of support provided. No Support Agreement.
Windsock MCAS, Cherry Point	Minimum level of support provided. No Support Agreement.
East Carolina Council of Boy Scouts MCAS, Cherry Point	Minimum level of support provided. No Support Agreement.
Yasney LTD. (McDonald) Greenville, NC	Minimum level of support provided. No Support Agreement.
Carolina Oil & Distributing Co. (Shell Station) New Bern, NC	Minimum level of support provided. No Support Agreement.

Coastal Carolina Council of Girl Scouts MCAS, Cherry Point	Minimum level of support provided. No Support Agreement.
Marine Corps Aviation Association MCAS, Cherry Point	Minimum level of support provided. No Support Agreement.
Private Organizations	
Grumman Aerospace Corporation Bethpage, NY	Tenant is the contractor for production of the EA-6B aircraft. Tenant refuses to sign support agreement. MCAS provides space, utilities and minimal base services support.
First Citizens Bank and Trust Corp. Raleigh, NC	Tenant provides banking services. MCAS provides utilities only.
Cherry Point Federal Credit Union MCAS, Cherry Point	Tenant provides Credit Union services to MCAS personnel. MCAS provides space, utilities and minimal base services support.
McDonnell Aircraft Co., St Louis, MO.	Tenant is prime weapon system contractor for the AV-8B aircraft. MCAS provides space, utilities and minimal base services support.

LOCATION

Proximity to Operational Mission Areas

30.a. Describe the areas where aircraft based at this air station routinely conduct operational missions (vice training missions). Include details on the distance from the air station, average transit times and average length of time the aircraft spend in the operating areas.

<u>World wide area of operation</u>. Up to six month deployments aboard naval vessels (e.g. VMAQ requirements, MEU support)

30.b. Does the location of the air station permit any specialized training with other operational units (i.e. Battle Groups or Joint forces)? If so, provide details.

A wide variety of Joint Exercise scenarios, Fleet Workups and Special Operations training due to the airbase location in proximity to Camp Lejeune, Fort Bragg, NS Norfolk, etc.

30.c. Do squadrons routinely have to deploy to conduct carrier qualifications or other required training?

YES. Carrier requalification some live ordnance delivery as addressed earlier.

Proximity to other support facilities

31.a. List all primary airfields in the local flying area that are available for training and emergency uses.

Table 31.1 Local Airfields

Airfield Name	Major Use / Capability	Location / Distance
Seymour Johnson AFB	Inst. training. Primary Weather divert field.	40 NM West
MCAS New River	Inst/ILS training. Touch and Go	35NM West

31.b. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.2 Other Military Facilities

Military Facility Name	Actual / Proposed Use	Distance
Camp Lejeune, NC	Air-Ground, gunnery, support	20 NM SW
MCAS Beaufort, SC	Inst Training, Support & divert	250 NM SW
NAS Oceana, VA	--do--	

31.c. What civilian-owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.3 Civilian Facilities

Civilian Facility Name	Actual / Proposed Use	Distance
Eastern Regional Jetport	Instrument/ILS training, touch and go	35 NM W
Craven County Airport	--do-- plus GCA	12NM W

Location

Proximity to Major Transportation Nodes

32. List the major transportation facilities (both military and civilian) that play a significant logistics role and/or could play a role in any future operational deployment and mobilization plans.

Table 32.1 Transportation Nodes

Facility	Mobilization Role	Location
APOE	Aerial Port of Embarkation	Cherry Point
Shipping Port	Primary Sealift/Amphibious Embarkation point	Morehead City, NC
Railhead	Primary Point of Rail Embarkation	Cherry Point/ Camp Lejeune
TMO	In-CONUS over land movement requirement	Cherry Point

Features and Capabilities - Weather

33.a. 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.). Also fill out the chart for outlying fields if the information is available.

Table 33.1 Weather Information

Field Name: MCAS Cherry Point, NC

Month	% of Hours[1] VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled[2] Due to Weather
Jan.	84.1	15.9	1.8	**SEE NOTE**
Feb.	85.5	14.5	1.6	
Mar.	87.1	12.9	1.4	
Apr.	92.6	7.4	0.6	
May	91.3	8.7	0.5	
June	92.6	7.4	0.3	
July	93.9	6.1	0.3	
Aug.	91.0	9.0	0.4	
Sept.	88.9	11.1	0.7	
Oct.	87.9	12.1	1.3	
Nov.	88.0	12.0	1.4	
Dec.	86.5	13.5	1.7	

NOTE: Based on data reported in Data Call #16 (Operational Capacity) the average overall cancellation rate due to weather is approximately 13%. It is not possible to determine what portion of this percentage was completely cancelled and which portion was rescheduled.

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[1]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

[2]Only include lost sorties (do not include sorties delayed or rescheduled).

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33a. Give your best estimate of % of all sorties canceled due to weather.

Historically the worst weather at MCAS Cherry Point occurs in January. That month was used to perform the following flight cancellation analysis.

During January MAG-14 reported the following flights cancelled due to weather:

VMAT-203: 139 out of 520 flights (26.7%) SEE NOTE
VMA-223: 8 out of 312 flights (2.5%)
VMA-231: 7 out of 278 flights (2.5%)
VMA-542: 11 out of 267 (4.1%)
VMAQ-2: 0 out of 103 flights (0.0%)
VMAQ-3: 1 out of 64 flights (0.1%)

NOTE: The % rate for the training squadron is highly skewed because of differing minimums and syllabus requirements.

33.b. List the normal operating schedule used for the calculations on the previous table. Indicate if this schedule varies by month or season.

Table 33.2 Operating Hours

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
MCAS Cherry Point	1900z-0300z	1000z-0400z	----->	----->	----->	----->	1200z 2000z
MCALF Bogue *	Closed	1400z-2400z	----->	----->	----->	1400z-1700z	Closed
MCOLF Atlantic	**						
MCOLF Oak Grove	***						

* During daylight savings time: Monday-Thursday 1600z-0200z and Friday 1300z-1600z
** No set schedule of operation.
*** Answered in MCAS New River response to this Data Call

33.c. Do local weather conditions have a regular impact on maintenance schedules? If so, describe how the air station accommodates these conditions.

Very little impact. Rain can move some functions in-doors.

33.d. Do the normal weather conditions at the most frequently used training areas pose a significant 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 air stations during certain times of the year?

NO. Use of alternate facilities is driven more by weapons/ordnance requirements than by adverse weather

33.e. Does the local climate and geography provide unique training opportunities to the aircraft assigned to the air station (e.g., frequent opportunities for all-weather training)?

Local climate and geography do not provide unique training opportunities. It is neither too hot nor too cold with very little, if any, annual snowfall. Within expected seasonal variations, weather is generally VFR. Terrain is very low and flat.

Encroachment

34.a. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned AICUZ restrictions (i.e., safety of flight, noise)? Attach a copy of any applicable sections of the air station AICUZ plan and note any recent modifications.

Impact of BRAC '93 implementation on AICUZ and development is being evaluated. The current AICUZ was delivered in February 1993 and was utilized for current impacts.

A local zoning ordinance is currently in effect for the east of the station's boundary, Hancock Creek. This area is in the flight paths of Runways 23 and 32. The ordinance identifies zones where no residential development is permitted and zones where maximum densities are one dwelling unit per five acres, two dwelling units per acre and three dwelling unit per acre.

34.b. .Are there any known plans for a significant increase of commercial airline traffic in your area? If so, describe.

UNKNOWN

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

NONE

Table 35.1 Delays

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

35.b. How many times during each of the past three years have any of your low level training routes been modified to accommodate development or population growth (noise complaints)?

Table 35.2 Required Changes

Fiscal Year	Number of changes
1991	2*
1992	2*
1993	2*

*** All minor changes associated with altitude impacted by wildlife.**

36.a. Is the existing AICUZ study encoded in local zoning ordinances? **NO**

36.b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

Attachment (3), airport zoning ordinance, has no impact of future encroachment nor flight hours and has no litigation history.

36.c. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned missions/other operations/or development.?

NO

36.d. Provide a summary of the current and proposed land development plans for the area surrounding the air station (e.g. the local government's comprehensive land-use plan).
See attachment (4); Havelock City land use plan.

36.e. Discuss briefly any ongoing litigation concerning environmental or airspace problems.

NONE

Features and Capabilities

Ability for Expansion

37. List the features of this air station that make it a candidate for basing other types of aircraft and other operational units in the future.

Air Station Feature	Benefit for Aircraft Squadrons
Four major runways	Capacity
Air space availability and good weather	Capacity
Proximity to aerial & surface targets at BT-9 and BT-11 (MAEWR)	Training opportunities and facilities in close proximity
Use of Tactical Combat Training System (TACTS)	Training Support
Aerial Port of Embarkation	Military Airlift Command Support
350 acres of undeveloped land with runway access	Future expansion
Local NADEP service for some A/C types	Maintenance support
Large tactical van complexes	Training Support
New flight control tower (P-542)	Airbase support
Expanding infrastructure for water/sewage treatment and electrical distrib.	Future expansion

Strong Community support	Quality of life.
New Fleet Training Fac (P-821)	Training Support

38.a. Are there any assets in the vicinity of the air station that are currently not used because of a deficiency but could be improved or enhanced to increase the air station's capabilities?

Neither Oak Grove nor Atlantic are used to full potential due to a lack of overall repair.

38.b. Does the operational infrastructure (i.e., parking apron, fuel and munitions storage, warehouse space, hangar space) meet current requirements and provide capabilities for future expansion or change in mission?

Current requirements are met. Future expansion is built into the BRAC '93 MILCON and realignment of F/A-18 squadrons and support facilities to MCAS Cherry Point.

39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call. **N/A**

	FY-1991	FY-1992	FY-1993
OFFICER			
ENLISTED			

40. Does the local area provide a skilled work force that is essential for air station operations? Are these skills unique to the area or readily duplicated or available elsewhere?

YES. These skills are unique only in that they have been learned over time. They can be made available elsewhere but only after sufficient training.

Quality of Life

41. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-base housing? **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+	122	122	0	0
Officer	3	165	165	0	0
Officer	1 or 2	39	39	0	0
Enlisted	4+	350	350	0	0
Enlisted	3	974	974	0	0
Enlisted	1 or 2	1,114	1,114	0	0
Mobile Homes		0	0	0	0
Mobile Home lots		76	76	0	0

(3) 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:

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

41.a.(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[1]	Average Wait
O-6/7/8/9	1	0	0
	2	0	0
	3	0	0
	4+	5	0-2 months
O-4/5	1	0	0
	2	0	0
	3	12	1-3 months
	4+	9	1-3 months
O-1/2/3/CWO	1	0	0
	2	23	0-2 months
	3	17	1-3 months
	4+	11	1-3 months
E7-E9	1	0	0
	2	0	0
	3	20	0-2 months
	4+	9	0-2 months
E1-E6	1	0	0
	2	53	0-2 months
	3	10	0-2 months
	4+	5	0-2 months

[1]As of 31 March 1994

41.a.(5)
What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

	Top Five Factors Driving the Demand for Base Housing
1	Financial
2	Close proximity to work/medical facilities
3	Family environment on base
4	Feeling of security for family while military member is deployed
5	Assurance of clean, decent housing

(6) 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)? **19%**

(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate	94.90
Substandard	0
Inadequate	0

(8) 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?

Occupancy is now 97.90% - Turn around time in maintenance and redesignation of quarters has improved occupancy percentage.

41.b. BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	95%
Substandard	100%
Inadequate	63%

(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?

NO. Occupants in inadequate quarters are relocating to new barracks.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$AOB = \frac{(\text{\# Geographic Bachelors x average number of days in barracks})}{365}$$

AOB = 189

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)			Unable to respond. Data not retained.
Spouse Employment (non-military)			-do-
Other			-do-
TOTAL		100	

(5) How many geographic bachelors do not live on base? **47**
This data is not normally captured within the housing office. Data provided was a "best-guess" estimate by that office based on number of BEQ requests.

41.b. BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	95%
Substandard	100%
Inadequate	63%

(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?

NO. Occupants in inadequate quarters are relocating to new barracks.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$AOB = \frac{(\text{\# Geographic Bachelors} \times \text{average number of days in barracks})}{365}$$

AOB = 189

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)			Unable to respond. Data not retained.
Spouse Employment (non-military)			-do-
Other			-do-
TOTAL		100	

(5) How many geographic bachelors do not live on base? **47**

41.c. BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	92%
Substandard	0
Inadequate	0

(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?

NO. No reason

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$AOB = \frac{(\text{\# Geographic Bachelors x average number of days in barracks})}{365}$$

52 spaces, 48 AOB

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)			Unable to respond. Data not retained
Spouse Employment (non-military)			-do-
Other			-do-
TOTAL		100	

(5) How many geographic bachelors do not live on base? **27**

This data is not nornmally captured within the houseing office. Data provided was a "best-guess" estimate by that office based on number of BOQ requests.

41.c. BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	92%
Substandard	0
Inadequate	0

(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?

NO. No reason

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$AOB = \frac{(\text{\# Geographic Bachelors x average number of days in barracks})}{365}$$

52 spaces, 48 AOB

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)			Unable to respond. Data not retained
Spouse Employment (non-military)			-do-
Other			-do-
TOTAL		100	

(5) How many geographic bachelors do not live on base? **27**

On Base MWR Facilities

42. For on-base MWR facilities[1] available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION: MCAS Cherry Point . . . . . DISTANCE: Local

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	9 *	Y
	Outdoor Bays	10	Y
Arts/Crafts	SF	8,665	Y
Wood Hobby	SF	*	*
Bowling	Lanes	24	Y
Staff NCO Club	SF	21,595	N
Enlisted Club	SF	13,694	N
Officer's Club	SF	34,799	N
Library	SF	9,858	N/A
Library	Books	89,393	N/A ***
Theater	Seats	2,000	Y
ITT	SF	291	Y
Museum/Memorial	SF	--	--
Pool (indoor)	Lanes	--	--
Pool (outdoor)	Lanes	20	N/A
Beach	LF	--	--
Swimming Ponds	Each	--	--
Tennis CT	Each	11	

[1]Spaces designated for a particular use. A single building mignt contain several facilities, each of which should be listed separately.

* 1 each of body and engine shops and 1 paint booth

** combined with Arts and Crafts

*** Books, videos & Microfiche

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	2	N/A
Basketball CT (outdoor)	Each	6	N/A
Racquetball CT	Each	10	N/A
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	14	N/A
Gymnasium	SF	39,176	N/A
Fitness Center	SF	6,663	N/A
Marina (2)	Berths	88	Y
Stables	Stalls	--	--
Softball Fld	Each	6	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	18,000	N/A

43. Is your library part of a regional interlibrary loan program?

YES

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44. Base Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your base.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	4	X			86	210
6-12 Mos	9	X			79	180
12-24 Mos	25	X			70	150
24-36 Mos	42	X			94	300
3-5 Yrs	120	X			114	30

b. 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:

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list. **FCC Homes and community-based child care centers.**

d. How many "certified home care providers" are registered at your base? **17**

e. Are there other military child care facilities within 30 minutes of the base? State owner and capacity (i.e., 60 children, 0-5 yrs). **NO**

NOTE: There is currently a MILCON project to build a second CDC by 1998.

44. Base Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your base.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	4	X			86	
6-12 Mos	9	X			79	
12-24 Mos	25	X			70	
24-36 Mos	42	X			94	
3-5 Yrs	120	X			114	

b. 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:

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list. **FCC Homes and community-based child care centers.**

d. How many "certified home care providers" are registered at your base? **17**

e. Are there other military child care facilities within 30 minutes of the base? State owner and capacity (i.e., 60 children, 0-5 yrs). **NO**

NOTE: There is currently a MILCON project to build a second CDC by 1998.

45. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	54,459
Gas Station	SF	4,750
Auto Repair	SF	4,350
Auto Parts Store	SF	2,775
Commissary	SF	46,238
Mini-Mart	SF	10,683
Package Store	SF	4,662
Fast Food Restaurants	Each	3
Bank/Credit Union	Each	2
Family Service Center	SF	7,285
Laundromat	SF	2,214
Dry Cleaners	Each	1
ARC	PN	3
Chapel	PN	1
FSC Classrm/Auditorium	PN	27

46. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Jacksonville, NC	52
Raleigh, NC	110
Greenville, NC	55

47. Standard Rate VHA Data for Cost of Living

Paygrade	With Dependents	Without Dependents
E1	21.70	12.14
E2	21.70	13.64
E3	11.77	8.68
E4	29.46	20.56
E5	37..19	25.97
E6	42.63	29.02
E7	55.28	38.40
E8	54.46	41.17
E9	8.86	6.73
W1	118.08	89.67
W2	60.24	47.25
W3	49.13	39.93
W4	36.10	32.01
O1E	54.77	40.63
O2E	73.11	58.29
O3E	13.41	11.35
O1	83.39	61.45
O2	69.47	54.30
O3	22.76	19.17
O4	18.75	16.30
O5	8.39	6.94
O6	20.40	16.88
O7	0	0

48.a. Off-base housing rental and purchase

a. Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	295	295	75.00
Apartment (1-2 Bedroom)	385	385	150.00
Apartment (3+ Bedroom)	450	450	150.00
Single Family Home (3 Bedroom)	350	550	200.00
Single Family Home (4+ Bedroom)	600	600	250.00
Town House (2 Bedroom)	385	385	150.00
Town House (3+ Bedroom)	450	450	150.00
Condominium (2 Bedroom)	400	400	150.00
Condominium (3+ Bedroom)	500	500	150.00

48.b. What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate
Efficiency	95.6%
Apartment (1-2 Bedroom)	95.9%
Apartment (3+ Bedroom)	95.7%
Single Family Home (3 Bedroom)	95.3%
Single Family Home (4+ Bedroom)	98.1%
Town House (2 Bedroom)	92%
Town House (3+ Bedroom)	98%
Condominium (2 Bedroom)	96.9%
Condominium (3+ Bedroom)	99.5%

48.c. What are the median costs for homes in the area?

Type of Home	Median Cost
Single Family Home (3 Bedroom)	80,000
Single Family Home (4+ Bedroom)	82,000
Town House (2 Bedroom)	73,000
Town House (3+ Bedroom)	73,000
Condominium (2 Bedroom)	51,000
Condominium (3+ Bedroom)	51,000

48.d. For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Month	Number of Bedrooms		
	2	3	4+
January	8	47	1
February	6	38	2
March	10	44	2
April	8	34	1
May	12	39	1
June	19	50	1
July	13	45	1
August	11	47	0
September	10	46	1
October	9	37	2
November	8	34	2
December	6	36	1

(e) Describe the principle housing cost drivers in your local area.

-New land development
-Demand

49. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following: **N/A**

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area

50. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
Havelock	52%	0-5	10 Avg
Morehead City	13%	15	20 Avg
Newport	10%	8	15 Avg
New Bern	3%	25	30 Avg
Beaufort	3%	22	30 Avg

51. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

51.a. List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ ACT Score	% HS Grad to Higher Educ	Source of Info
Havelock High	Pub	9-12	Remedial/ handicap	1,055	866	77%	Havelock High
Crave County Public Schools	Pub	K-8	--do--	3,721 (fm Havelock area)	N/A	N/A	Board of Educ.
Annunciation Catholic	Paro	K-8	Remedial	225 ($1,670 per year)	N/A	N/A	Annun.
Liberty Christian School	Priv	K4-12	NONE	95 ($1,500 per year)	Not Avail	80%	Liberty School

51.b. List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Craven Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
Carteret Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
Mount Olive College	Day	No	No	No	No	No
	Night	No	No	No	Yes	No
	Day					
	Night					

51.c. List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Boston University (weekends only)	Day	No	No	No	No	Yes
	Night	No	No	No	No	No
	Corres-pondence	No	No	No	No	No
Park College	Day	No	No	No	Yes	No
	Night	No	No	No	Yes	No
	Corres-pondence	No	No	No	No	No
Southern Illinois University (Weekends only)	Day	No	No	No	Yes	No
	Night	No	No	No	No	No
	Corres-pondence	No	No	No	No	No
Craven Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
	Corres-pondence	No	No	No	No	No

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52. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	18	48	26	**
Manufacturing	1	8	4	
Clerical	81	154	99	
Service	89	291	157	
Other	35	44	40	

** Year	Craven County	Carteret County
1991	5.6	5.7
1992	6.3	6.2
1993	5.4	6.4

53. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Additional data provided in October 21, 1994 response from MCAS Cherry Point as follows.

YES - The following amplifying response was provided by the Naval Hospital:

DENTAL - Military personnel have outstanding access to dental care. The 12th Dental company, located at MCAS Cherry Point, is a Branch Clinic of 2d Marine Dental Battalion, 2d FSSG, Camp Lejeune, NC. This branch dental clinic provides all routine and most specialty dental care for all MCAS active duty personnel. Oral surgery is referred to the Naval Hospital Lejeune, which is co-located with the dental clinic. Only limited referrals for specialty treatment are required. These are sent to Naval Hospital Camp Lejeune which is located approximately 50 miles away from MCAS Cherry Point.

MEDICAL - The Naval Hospital, Cherry Point, mission of providing primary care to all active duty beneficiaries requires the referral of patients requiring more specialized treatment to other Medical Treatment Facilities (MTFs) or civilian sources. With this exception there are no difficulties with access to medical care.

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54. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Additional data provided in October 21, 1994 response from MCAS Cherry Point as follows.

YES - The following amplifying response was provided by the Naval Hospital:

DENTAL - There is a sufficient number and specialty mix of civilian dentists in the immediate area. The Dependent Dental Plan (DDP) is available to all eligible active duty dependents. Additionally, emergency treatment is available seven days a week at the MCAS facility.

MEDICAL - As previously stated, Naval Hospital, Cherry Point , provides access to primary health care which may require referral to other regional MTFs or disengagement to civilian sources for specialty care. In the Eastern Carolina region the Naval Hospitals at MCAS Cherry Point and Camp Lejeune have developed an EC3 (Eastern Carolina Coordinated Care) project office that assists beneficiaries in accessing quality, cost-effective health care not available within the MTFs.

52. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	18	48	26	**
Manufacturing	1	8	4	
Clerical	81	154	99	
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Other	35	44	40	

** Year	Craven County	Carteret County
1991	5.6	5.7
1992	6.3	6.2
1993	5.4	6.4

53. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Difficulties center mainly around a scarcity of local personnel and equipment resources. This question is addressed at length in the response to Data Call 27 by the Naval Hospital located aboard MCAS Cherry Point.

54. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Same as question 53.

55. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)	1	4	6
Base Personnel - military	0	3	3
Base Personnel - civilian	1	1	3
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
2. Blackmarket (6C)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
3. Counterfeiting (6G)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
4. Postal (6L)	--	4	2
Base Personnel - military	--	2	1
Base Personnel - civilian	--	2	1
Off Base Personnel - military	--	0	0
Off Base Personnel - civilian	--	0	0

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)	0	1	0
Base Personnel - military	0	1	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
6. Burglary (6N)	76	70	51
Base Personnel - military	71	50	49
Base Personnel - civilian	5	19	2
Off Base Personnel - military	0	1	0
Off Base Personnel - civilian	0	0	0
7. Larceny - Ordnance (6R)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
8. Larceny - Government (6S)	86	103	106
Base Personnel - military	78	72	98
Base Personnel - civilian	8	30	8
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	1	0

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)	330	293	196
Base Personnel - military	317	201	189
Base Personnel - civilian	13	91	7
Off Base Personnel - military	0	1	0
Off Base Personnel - civilian	0	0	0
10. Wrongful Destruction (6U)	302	220	232
Base Personnel - military	295	136	229
Base Personnel - civilian	7	84	3
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
11. Larceny - Vehicle (6V)	13	12	9
Base Personnel - military	9	12	6
Base Personnel - civilian	4	0	0
Off Base Personnel - military	0	0	3
Off Base Personnel - civilian	0	0	0
12. Bomb Threat (7B)	--	13	6
Base Personnel - military	--	6	0
Base Personnel - civilian	--	0	0
Off Base Personnel - military	--	0	0
Off Base Personnel - civilian	--	7	6

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
14. Assault (7G)	198	113	146
Base Personnel - military	152	67	115
Base Personnel - civilian	46	34	31
Off Base Personnel - military	0	11	0
Off Base Personnel - civilian	0	1	0
15. Death (7H)	1	17	10
Base Personnel - military	1	6	1
Base Personnel - civilian	0	0	1
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	11	8
16. Kidnapping (7K)	--	2	1
Base Personnel - military	--	0	0
Base Personnel - civilian	--	2	1
Off Base Personnel - military	--	0	0
Off Base Personnel - civilian	--	0	0

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)	13	15	12
Base Personnel - military	8	9	6
Base Personnel - civilian	5	6	6
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
19. Perjury (7P)	0	1	0
Base Personnel - military	0	1	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
20. Robbery (7R)	1	0	1
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	1	0	1
Off Base Personnel - civilian	0	0	0
21. Traffic Accident (7T)	5	2	6
Base Personnel - military	3	0	6
Base Personnel - civilian	2	2	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)	--	12	8
Base Personnel - military	--	7	2
Base Personnel - civilian	--	5	2
Off Base Personnel - military	--	0	0
Off Base Personnel - civilian	--	0	0
23. Indecent Assault (8D)	--	9	4
Base Personnel - military	--	7	3
Base Personnel - civilian	--	2	1
Off Base Personnel - military	--	0	0
Off Base Personnel - civilian	--	0	0
24. Rape (8F)	9	9	9
Base Personnel - military	4	5	6
Base Personnel - civilian	5	4	3
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
25. Sodomy (8G)	--	1	1
Base Personnel - military	--	1	1
Base Personnel - civilian	--	0	0
Off Base Personnel - military	--	0	0
Off Base Personnel - civilian	--	0	0

BRAC 95 DATA CALL 38, QUESTION 19.

PROJ#	DESCRIPTION	FY	VALUE
P918	NARF TEST CELL	85	$9,600,000
P806	BEQ	86	$16,208,266
P808	WAREHOUSE, SSUP	86	$4,547,958
P867	MAINT.HANGAR ADDN (LINK)	86	$4,195,208
P873	OPS/MAINT/SIMULATOR FACIL	86	$3,998,068
P874	VTOL PADS	86	$4,600,000
CP352RS	MILITARY WORKING DOG FACILITY	87	$98,420
CP502R	ENLARGE AVIATION ARMAMENT SHOP, BLDG. 1229	87	$184,300
CP6250R	C06-87 INSTALL SPRINKLER, BLDG. 143	87	$88,870
CP7054R	FLIGHTLINE SECURITY CENTER, BLDG. 130	87	$100,374
CP7059R	HYDRAULIC TEST STAND INSTALLATION, BLDG. 4075	87	$33,350
CP7101R	C4-87, WING SHOP EXTENSION SHELTER, BLDG. 137	87	$102,597
CP7105R	C9-87, CONSTRUCT SHELTER, BLDG. 133	87	$57,711
P891	NADEP HAZARDOUS MATL STOR	86	$2,017,667
P003	TROOP/CARGO STAGING FACIL	87	$5,888,698
P764	TRAINER BLDG, EA6B	87	$1,000,000
P863	DDS/TACTS FACILITY	87	$2,490,000
P884	NADEP VSTOL A/CREWORK FAC	87	$14,418,424
P940	NADEP A/C ENG REWORK FAC.	87	$6,788,158
CP7027R	MODIFICATIONS TO BLDG. 244 FOR 25MM GUN TRAINING	88	$3,995
CP7029R	INSTALL UPS FOR RASC, BLDG. 159	88	$91,400
CP702R	EXPANSION TO BUILDING 1701	88	$135,900
CP7060R	CONST ADDITION TO CYROGENICS FACILITY, BLDG. 3767	88	$84,800
CP7123R	HANDICAPPED FACILITIES, B. 100, 193, 194, 1691 & 2	88	$82,827
CP7140R	COMPUTER ROOM A/C, ROOM 250, BLDG. 3998	88	$7,807
CP8056R	PIT FOR WHEEL ALIGNMENT MACHINE AT BLDG. 160	88	$7,380
CP8060R	ADDITION TO BLDG. 163	88	$158,517
CP8098R	MISC ELEC WORK, 2D MAW FACILITIES	88	$5,336
CP8099R	INSTL OVERHEAD LIGHTING BAY D, BLDG 1016	88	$5,675
CP8103R	LIGHT "F" BALLFIELD	88	$100,263
CP8105R	INSTL 1000 LB HOIST, SEAT SHOP, B1701	88	$3,500
CP8133R	NEW PARKING LOT BEHIND BLDG. 193	88	$23,500
CP8137R	EXPAND TELEPHONE EXCHANGE, BLDG. 299	88	$88,360
CP8153R	CEILING FANS, BLDG. 1281	88	$6,791
CP8177R	FUEL CONTAINMENT BASIN	88	$58,120
CP819RS	UPGRADE E-5 GEAR LAYDOWN AREAS, RUNWAYS 23 & 32	88	$83,200
CP820RS	UPGRADE E5 GEAR LAYDOWN AREAS, RUNWAYS 5 & 14	88	$83,200
CP904R	CONSTRUCT HAZARDOUS MATERIAL STORAGE FAC AT BT-11	88	$187,500
H802R1	FENCE - WATER TANK	88	$4,828
H803R1	STORM DOORS, LANHAM HOUSING	88	$33,892
H804R1	IMPROVEMENTS TO MUVWAY	88	$66,212
HC985	LANDSCAPE FENCE, LANHAM	88	$20,804
N808	UPGRADE CHERRY PT MARINA	88	$332,000
P015	UPGRADE ELECT DIST SYSTEM	88	$4,741,000
P028	TRAINER BUILDING, C-130	88	$1,200,000
P029	LAND ACQ/RW 32 PHASE II	88	$2,200,000
P200	NADEP CAD/CAM CENTER	88	$350,000
P718	MAINT HANGAR IMPROVEMENTS	88	$4,180,000
P796	AERIAL TARGETS IMPROVEMTS	88	$3,640,000
P807	BEQ	88	$15,831,000
CP6301R	CONSTRUCT BACKUP WELL #4	89	$85,265

ATTACHMENT (1)

BRAC 95 DATA CALL 38, QUESTION 19.

PROJ#	DESCRIPTION	FY	VALUE
CP710R	ADDITIONAL CLASSROOM, BUILDING 244	89	$121,462
CP711R	UPGRADE OF ARMS, AMMUNITION, & EXPLOSIVES STORAGE	89	$58,888
CP8017R	IMPROVEMENTS TO BLDG. 250	89	$148,368
CP805R	EMBARKATION GEAR STORAGE FACILITY	89	$176,900
CP8101R	RELOCATE DENTAL TRLR FROM LEJEUNE TO CHERPT	89	$69,890
CP8108R	5000 GAL FUEL STORAGE SYS FOR CRASH CREW TRNG PIT	89	$50,040
CP8109R	ADD 2 SLUICE GATES UNDER RR TRACKS	89	$52,262
CP8111R	PAVEMENT & LIGHTING, MAO PARKING LOT	89	$26,131
CP8112R	INSTL PANOGRAPH, ISLAND 7, STRUCTURE 4020	89	$85,764
CP8113R	IMPROVEMENTS TO RIFLE RANGE	89	$20,905
CP8118R	MODS TO EXHAUST FAN & STACK, SPRAY/PAINT BOOTHS, B	89	$2,818
CP8120R	INSTL SHED W/AIR COMPRESSOR FOR WASH RACK, B1008	89	$24,850
CP8121R	INSTL WTR FAUCET, WEATHER VAN COMPLEX, BLDG. 8075	89	$20,905
CP8122R	INSTL A/C FOR SUPPLY SECTION, B294	89	$33,813
CP8123R	INSTL CENTRAL A/C FOR FITNESS CNTR, B3383	89	$109,893
CP8127R	DOOR HARDWARE FOR BOQ'S 487, 496 & 497	89	$24,300
CP8131R	RAMP FOR BOWLING CENTER, BLDG. 1281	89	$24,850
CP8134R	IMPROVEMENT TO STATION PROPERTY OFFICE, BLDG. 151	89	$74,717
CP8163R	CONSTRUCT SECURITY CAGE, BLDG. 1011	89	$9,255
CP901R	REFRIGERATION/BATTERY SHOPS, MACS-6	89	$181,750
CP9117R	PARTIAL ENCL OF NREA BLDG 3995	89	$16,500
CP912R	IMPROVEMENTS TO BLDG. 2000	89	$174,571
CP9133R	GOLF CART PATH	89	$200,000
CP9143R	MWR WAREHOUSE	89	$104,800
H515R2	IMPROVEMENTS TO SGT MAJOR QTRS, 1 VANCE	89	$10,624
H516R2	IMPROVEMENTS TO SGT MAJOR QTRS, 6 CHATHAM	89	$10,624
H831R2	WHOLE HOUSE IMPROVEMENTS, CAPEHART PHASE I & II	89	$1,333,410
H902R1	EXPAND RV PARKING AREA, MOQ	89	$24,256
H903R1	RV PARKING AREA, STAFF CAPEHART	89	$47,084
P016	ACQUISIT/TOWNSEND TARGET	89	$2,150,000
P030	A/C GUN RNG MOD I, NAVAIR	89	$1,880,000
P541	CONTROL TOWER	89	$3,289,000
P846	CHILD CARE CENTER	89	$1,619,000
P861	NAVOSH VENTIL IMPRVMNTS	89	$179,046
P872	BEQ	89	$15,715,000
CP0034R	INSTL FENCE, BLDG. 4155	90	$11,762
CP0036R	INSTL HVAC, BLDG. 4066	90	$16,500
CP0039R	TURNSTILE AND COMPUTER CONTROL, BLDG. 4155	90	$16,986
CP004R	BARGE DOCK, BULKHEADS & DOLPHINS, BT-11	90	$71,721
CP045R	INSTALL PUMP TEST HEADER, BLDG. 122	90	$44,800
CP1000R	CONST OFFICE SPACE, BLDG. 1669	90	$84,300
CP1002R	CONST ADDITION TO BLDG. 4223	90	$69,250
CP1003R	MISC ELECTRICAL CONST PROJECTS, VAR BLDGS.	90	$53,013
CP1006R	PROVIDE WOMENS' RESTROOM, BLDG. 1791	90	$12,796
CP1007R	CONSTRUCT BATHROOM, BLDG. 1291	90	$18,708
CP1008R	FENCE MODIFICATIONS, VAR BLDGS.	90	$69,950
CP802R	EXPANSION OF BLDG. 1777	90	$123,825
CP8110R	ADDITIONAL WELL & PUMP, ATLANTIC FIELD	90	$103,000
CP8115R	CONST HAZ MAT BERM/SHELTER, BLDG 1741	90	$50,325
CP8119R	INSTL VENT FANS IN WAREHOUSE, BLDG 154B	90	$46,401
CP8126R	INSTL TURBINE ROOF VENTS, BLDG 155	90	$17,162

BRAC 95 DATA CALL 38, QUESTION 19.

PROJ#	DESCRIPTION	FY	VALUE
CP902R	ORDNANCE EQUIPMENT STORAGE FACILITY, MAG-14	90	$155,615
CP908R	TAFDS FACILITY, BOGUE FIELD	90	$90,672
CP9093R	MODIFICATIONS TO BLDG. 400	90	$130,149
CP962RS	RENO ARMAMENT RM & UPGRADE HIGH EXPLOSIVE MAGAZINE	90	$111,700
H832R2	WHOLE HOUSE IMPROVEMENTS, CAPEHART PHASE III	90	$1,665,349
H901R2	OPQ SITE IMPROVEMENTS	90	$289,380
H903R2	MOBILE HOME PARK IMPROVEMENTS	90	$294,709
P048	TARGETS IMPROVEMENTS II	90	$1,800,000
P821	APPLIED INSTRUCTION FAC	90	$4,090,000
P889	FLIGHT LINE SECURITY	90	$3,600,000
P958	NADEP RAMP FACILITY	90	$995,000
CP001R	EMBARKATION GEAR STORAGE FACILITY, MAG-32	91	$123,020
CP002R	EXPAND MT/ENGR OPS LOT	91	$88,400
CP0032R	SOLID WASTE MANAGEMENT UNIT IMPROVEMENTS	91	$163,300
CP0037R	RENOVATIONS TO ROOM 63, BLDG. 244	91	$19,160
CP046R	UPGRADE FLAMMABLE MATERIALS STORAGE, BLDGS 3999, 4	91	$31,898
CP1032R	CORRECT DEFICIENCIES, RMS 112 & 109 FOR ALT COCKPI	91	$19,670
CP1044R	PAVE ROADS, TANK FARM A, BLDGS 1191 & 1192	91	$21,300
CP1045R	MISC. MINOR CONSTRUCTION, VAR LOCATIONS	91	$94,998
CP1050R	INSTL WARNING SIGNS AT ENTRANCE TO RATTAN BAY	91	$13,800
CP1054R	CONST STORAGE SHELTERS, BLDG. 1700	91	$21,400
CP1058R	PAVE ROADS IN CONTINGENCY BILLETING COMPLEX	91	$49,935
CP1064R	C-130 TRAINER FACILITY-HVAC UPGRADE, BLDG. 4305	91	$35,745
CP1083R	INSTL UPS IN COMM CENTER, BLDG. 198	91	$71,665
CP110R	CONST FIRE FIGHTING EQUIP STORAGE FACILITY	91	$73,490
CP114R	SPRINKLER SYSTEMS, VAR BLDGS.	91	$23,120
CP511R	IMPROVE/EXPAND ORDNANCE BUILD-UP FACILITY	91	$185,400
CP7050R	RUNWAY 28 IMPROVEMENTS	91	$166,500
CP7051R	INSTALL DUAL POINT TIEDOWN, BLDG. 3458	91	$144,000
CP7110R	NEW SOFTBALL FIELDS	91	$260,005
CP7116R	ENGINE TEST STAND IMPROVEMENTS, BLDG. 3459	91	$139,500
CP9150R	F/A-18 STAND UP UNABATED IN-FRAME RUNUP PAD	91	$219,915
H101R1	MOD OF QUARTERS FOR HANDICAPPED ACCESS	91	$60,000
N058	FULL SERVICE STATION 3RDP	91	$1,500,000
P017	WATER TREATMENT FACILITY	91	$12,000,000
P062	AV8-B TRAINER FACILITY	91	$734,000
P883	GROUP HQ (OPS/TRAIN FAC)	91	$962,000
CP041R	INSTALL FIRE EXITS, VARIOUS BLDGS.	92	$232,390
CP1078R	LIGHT WALKWAY & PARKING LOT, BOQ-5, BLDG. 496	92	$7,895
CP1079R	LOWER CEILINGS IN MALS-32 CONFERENCE RM, BLDG. 131	92	$12,422
CP1080R	LIGHT WALKS & PARKING AREA, BOQ-3, BLDG. 497	92	$3,883
CP1081R	INSTL LIGHTING AT TANK FARM C	92	$6,700
CP109R	INSTL CENTRAL HVAC IN FIRE STATION, BLDG. 193	92	$156,190
CP111R	IMPROVE FIRE FIGHTING EQUIP STORAGE BLDG 4203	92	$19,168
CP2007R	CONST BT11 MILITARY CREW QUARTERS	92	$96,183
CP2036R	INSTL A/C IN STORAGE ROOM, BLDG. 4213	92	$9,975
CP2039R	ORDNANCE LOADING RAMP	92	$123,650
CP2040R	H&HS-28 UTILITIES BLDG.	92	$140,319
CP2043R	CONST AIR TRAFFIC CONTROL (ATC) FACILITY AT BOGUE	92	$73,420
CP2046R	SITE PREPARATION FOR CONVERTOR INSTALLATION	92	$12,498
CP2079R	LIGHTNING PROTECTION @ 3D LAAM BATTALION	92	$23,472

BRAC 95 DATA CALL 38, QUESTION 19.

PROJ#	DESCRIPTION	FY	VALUE
CP902R	ORDNANCE EQUIPMENT STORAGE FACILITY, MAG-14	90	$155,615
CP908R	TAFDS FACILITY, BOGUE FIELD	90	$90,672
CP9093R	MODIFICATIONS TO BLDG. 400	90	$130,149
CP962RS	RENO ARMAMENT RM & UPGRADE HIGH EXPLOSIVE MAGAZINE	90	$111,700
H832R2	WHOLE HOUSE IMPROVEMENTS, CAPEHART PHASE III	90	$1,665,349
H901R2	OPQ SITE IMPROVEMENTS	90	$289,380
H903R2	MOBILE HOME PARK IMPROVEMENTS	90	$294,709
P048	TARGETS IMPROVEMENTS II	90	$1,800,000
P821	APPLIED INSTRUCTION FAC	90	$4,090,000
P889	FLIGHT LINE SECURITY	90	$3,600,000
P958	NADEP RAMP FACILITY	90	$995,000
CP001R	EMBARKATION GEAR STORAGE FACILITY, MAG-32	91	$123,020
CP002R	EXPAND MT/ENGR OPS LOT	91	$88,400
CP0032R	SOLID WASTE MANAGEMENT UNIT IMPROVEMENTS	91	$163,300
CP0037R	RENOVATIONS TO ROOM 63, BLDG. 244	91	$19,160
CP046R	UPGRADE FLAMMABLE MATERIALS STORAGE, BLDGS 3999, 4	91	$31,898
CP1032R	CORRECT DEFICIENCIES, RMS 112 & 109 FOR ALT COCKPI	91	$19,670
CP1044R	PAVE ROADS, TANK FARM A, BLDGS 1191 & 1192	91	$21,300
CP1045R	MISC. MINOR CONSTRUCTION, VAR LOCATIONS	91	$94,998
CP1050R	INSTL WARNING SIGNS AT ENTRANCE TO RATTAN BAY	91	$13,800
CP1054R	CONST STORAGE SHELTERS, BLDG. 1700	91	$21,400
CP1058R	PAVE ROADS IN CONTINGENCY BILLETING COMPLEX	91	$49,935
CP1064R	C-130 TRAINER FACILITY-HVAC UPGRADE, BLDG. 4305	91	$35,745
CP1083R	INSTL UPS IN COMM CENTER, BLDG. 198	91	$71,665
CP110R	CONST FIRE FIGHTING EQUIP STORAGE FACILITY	91	$73,490
CP114R	SPRINKLER SYSTEMS, VAR BLDGS.	91	$23,120
CP511R	IMPROVE/EXPAND ORDNANCE BUILD-UP FACILITY	91	$185,400
CP7050R	RUNWAY 28 IMPROVEMENTS	91	$166,500
CP7051R	INSTALL DUAL POINT TIEDOWN, BLDG. 3458	91	$144,000
CP7110R	NEW SOFTBALL FIELDS	91	$260,005
CP7116R	ENGINE TEST STAND IMPROVEMENTS, BLDG. 3459	91	$139,500
CP9150R	F/A-18 STAND UP UNABATED IN-FRAME RUNUP PAD	91	$219,915
H101R1	MOD OF QUARTERS FOR HANDICAPPED ACCESS	91	$60,000
N058	FULL SERVICE STATION 3RDP	91	$1,500,000
P017	WATER TREATMENT FACILITY	91	$12,000,000
P062	AV8-B TRAINER FACILITY	91	$734,000
P883	GROUP HQ (OPS/TRAIN FAC)	91	$962,000
CP041R	INSTALL FIRE EXITS, VARIOUS BLDGS.	92	$232,390
CP1078R	LIGHT WALKWAY & PARKING LOT, BOQ-5, BLDG. 496	92	$7,895
CP1079R	LOWER CEILINGS IN MALS-32 CONFERENCE RM, BLDG. 131	92	$12,422
CP1080R	LIGHT WALKS & PARKING AREA, BOQ-3, BLDG. 497	92	$3,883
CP1081R	INSTL LIGHTING AT TANK FARM C	92	$6,700
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CP2043R	CONST AIR TRAFFIC CONTROL (ATC) FACILITY AT BOGUE	92	$73,420
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BRAC 95 DATA CALL 38, QUESTION 19.

PROJ#	DESCRIPTION	FY	VALUE
CP2080R	CONST MODULAR FACILITIES FOR CHILD DEVELOPMENT CEN	92	$188,000
CP2088R	SITE PREP FOR INSTL OF NEW BLAST DEFLECTORS @ 3458	92	$19,225
CP2104R	MODIFICATIONS TO E-CLUB, BLDG. 3542	92	$27,899
CP2105R	MANHOLE & DUCT SYSTEM @ ROOSEVELT BLVD & ACCESS RD	92	$34,357
CP2113R	CONST SECURITY LIGHTS @ PELICAN POINT MARINA	92	$8,000
CP2114R	PROVIDE POWER TO VAN PADS @ MACS-6	92	$53,270
CP2119R	INSTL POWER TO TERPES VANS AT BLDG. 1700	92	$11,200
CP211R	ADD/RENOVATE FIRE STATION, BLDG 192	92	$143,200
CP2120R	INSTL FENCE @ CHILD DEVELOPMENT CNTR, BLDGS. 4370,	92	$13,000
CP220R	ADDITION TO CHAPEL, BLDG. 100	92	$184,600
CP228R	MODS TO BLDG. 1701 FOR VMAQ REORGANIZATION	92	$153,478
CP229R	REPLACE STRUCTURE ON LHA TOWER AT MCALF BOGUE	92	$18,280
CP415R	INSTL ELECTRIC METERS FOR 2D MAW UNITS @ CHERPT &	92	$100,083
N202	MWR SERVICES CENTER	92	$764,000
N825	EXCHANGE WHSE & ADMIN EXP	92	$536,000
P014	UPGRADE WASTEWTR TRT FAC	92	$17,000,000
P031	A/C GUN RANGE MODIFICATIONS III, NAVAIR	92	$1,229,000
P057	EONS MAINT TRAIN FAC	92	$593,200
P072	SHOP MODS FOR F/A-18D	92	$503,000
P507	NADEP A/C OVERHAUL FAC.	92	$7,509,000
P836	NAVAL HOSPITAL	92	$22,440,454
CP2044R	VIP LOUNGE & BATHROOM RENOVATION, BLDG. 199	93	$142,032
CP2072R	BLDG 219 COURTROOM RECONSTRUCTION	93	$109,159
CP3010D	INSTL FENCING ON SLOCUM ROAD	93	$10,400
CP3011R	INTERSECTION IMPROVEMENTS @ SLOCUM & ALEXANDER	93	$59,750
CP3035D	CONST 3 OFFICES IN BAND ROOM, BLDG. 150	93	$18,000
CP3035R	IMPROVEMENTS TO 2ND MAW BAND FACILITY, BLDG. 150	93	$20,000
CP3089R	RELOCATE ABOVEGROUND STORAGE TANKS	93	$42,764
CP3103D	REMOVE ASBESTOS & REINSULATE BAND ROOM, BLDG. 150	93	$24,600
CP3103E	RPR INTERIOR LIGHTING, BAND ROOM, BLDG. 150	93	$15,500
CP3103R	HVAC FOR BAND ROOM, BLDG. 150	93	$23,000
CP3142R	ELECTRICAL POWER TO CASNA @ RW-28	93	$5,523
CP3154R	SIDEWALKS FOR DAYCARE	93	$11,000
CP317R	ADDITION TO BUILDING 4223	93	$206,156
N306	PLAYING FIELD	93	$326,000
N316	LOCATION EXCHANGE	93	$567,000
P023	AIR CONTROL OPS FACILITY	93	$2,438,000
P668	AVIATION STORG. FACILITY	93	$1,485,000
WO27093	EXPAND UPPER BAR AT O'CLUB	93	$110,117
CP3144R	RECYCLING PROCESS CENTER	94	$24,840
CP4031R	INSTALL 3 TON MONORAIL, BLDG 244	94	$18,283
CP4066R	HQMC RECOMMENDED CHANGES TO CHILD DEVELOPMENT CENT	94	$40,963
CP4125R	INSTALL FOUR DOLPHINS AT BT-11 FOR MOORING BARGES	94	$24,322
CP4175R	INSTALL TWO HANDICAP RAMPS	94	$8,390

NONE OF THESE CAPITAL IMPROVEMENTS IS A RESULT OF BRAC REALIGNMENTS OR CLOSURES

194 M

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174M

BRAC 95, DATA CALL 38, QUESTION 20.A. 24 MAY 94

PROJECT NUMBER	DESCRIPTION	FY	VALUE ($000)
CP1066A	EXTEND EMCS TO REMOTE CYCLE A/C UNITS	94	181.3
CP1066B	INSTALL EMCS FIELD DEVICES ON 20 BUILDINGS	94	224.0
CP193	INSTALL LIGHTING CONTROLS ON THIRTY BUILDINGS	94	318.2
CP212R	ADD/RENO FIRE STATION, BLDG. 193	94	170.0
CP304R	H&HS 28 SQUADRON SUPPLY AND ADMIN FACILITY	94	243.2
CP3122R	CONCRETE PADS @ BOGUE FIELD (WO#139-93)	94	70.0
CP3153R	CONSTRUCT SHELTER ADJACENT TO BLDG 159	94	60.0
CP4033R	ELECTRICAL MODIFICATIONS TO BLDG 250 (WO#296-93)	94	42.0
CP4034R	RENOVATE SPACE FOR 2D MAW BAND (WO#297-93)	94	100.0
CP4084R	ORDNANCE ACCESS ROAD BETWEEN AREA 2 AND AREA 5	94	40.2
CP408R	MESS HALL IMPROVEMENTS	94	138.3
CP4092R	VETERINARIAN CLINIC SPACE MODIFICATIONS	94	223.0
CP4102R	FORKLIFT CHARGING STATION FOR ORDNANCE	94	77.8
CP4103R	RENOVATE BUILDING 232 FOR FAMILY SERVICES CENTER	94	518.6
CP4106R	INSTALL BATHROOMS FOR MILITARY CLOTHING SALES	94	24.0
CP4107R	AIR CONDITION MILITARY CLOTHING SALES	94	23.3
CP4109R	UPGRADE TRAFFIC SIGNAL AT ROOSEVELT & SLOCUM	94	30.0
CP4116R	ADD DOOR BETWEEN ROOMS AT ARMORY (WO#143-94)	94	4.0
CP411R	SAFETY DEFICIENCY CORRECTIONS, VAR BLDGS.	94	22.0
CP4120R	IMPROVE FUELS LAB VENTILATION SYSTEM	94	20.0
CP4127M	TELEPHONE CABLE INSTALLATION	94	129.0
CP413R	FERTILIZER STORAGE FACILITY	94	32.3
CP414R	CONST FIRE TRAINING FACILITY	94	193.6
CP4155R	EXPAND AND IMPROVE CONSTRUCTION DEBRIS LANDFILL	94	85.0
CP4159R	CONSTRUCT EOD BURN PAD & TRAYS (WO#129-94)	94	25.0
CP416R	IMPROVE H/M & H/W STORAGE AT 3D LAAM	94	184.0
CP417R	IMPROVE H/M STORAGE SITE FOR SUPPLY	94	58.0
CP4184R	PAVE PARKING LOT & INSTALL LIGHTING	94	45.6
CP4190R	LIGHTING AT BT-11 FUELING AREA	94	7.9
CP4191R	SECONDARY CONTAINMENT @ BT-11 FUELING AREA	94	3.4
CP4193M	RED CROSS/NAVY/MARINE CORPS RELIEF MODIFICATIONS	94	170.0
CP9419R	ORDNANCE AREA SECURITY FENCING	94	191.0
CP9426R	IMPROVE SEAT SHOPS & FLIGHT EQUIP SHOPS (R2 OSHA)	94	152.3
CP9428R	ADDITION TO EONS TRAINER, BLDG 4392	94	175.0
H834R2	WHOLE HOUSE IMPROVEMENTS, CAPEHART PH V	94	2,000.0
N404	YOUTH CENTER	94	2,300.0
P013	COMMUNICATION CENTER	94	2,876.0
P043	C-130 NAMTRAGRUDET FAC.	94	2,572.0
P082	OCCUPATIONAL HEALTH CLINIC	94	639.0
CP409R	CRASH FIRE & RESCUE STORAGE	95	200.0
CP9517R	CONSTRUCT AIR OPS/TAFDS ADMINISTRATION BLDG, BOGUE	95	176.9
CP9525R	ADDITION TO FITNESS CENTER	95	208.9
CP9529R	ADDITION TO EXPLOSIVE ORDNANCE DISPOSAL BUILDING	95	128.3
CP9533R	INSTALL ELECTRIC METERS ON MWR FACILITIES	95	51.0
CP9535R	SAFETY IMPROVEMENTS	95	93.1
CP9536R	UPGRADE INCINERATOR AT BT11	95	70.8
CP9538R	SECURITY FENCE AROUND ABANDONED LANDFILL	95	57.7
CP9540R	FUEL BASIN SHELTER AT BT11	95	30.0
CP9541R	CONTAINMENT BERMS FOR FUEL TANKS	95	47.8
CP9545R	BULKHEAD/GANTRY CRANE TRACK, BOAT DOCKS	95	182.0

ATTACHMENT (2)

CP9546R	BATTERY MAINTENANCE SHOP AT BOGUE FIELD	95	50.0
CP9552R	UPGRADE/REPLACE RAILHEAD SPILL CONTAINMENT	95	176.0
P871	LIQUID OXY/NIT FACILITY	95	500.0
CP9607R	MWSG-27/PSD SUPPLY OPERATIONS FAC	96	166.5
CP9608R	IMPROVE BLDG 1008, VMGR-252	96	123.0
CP9609R	IMPROVEMENTS TO BLDG 1665 FOR VMAQ-4	96	124.9
CP9610R	ADD MAINTENANCE BAY TO BLDG 4213 FOR AVENGER	96	280.0
CP9611R	MAINT FAC FOR MACS-6 UTILITIES & MOTOR T	96	250.0
CP9612R	ENLARGE RADAR HILL, MACS-6	96	277.9
CP9613R	ENGINEER MAINTENANCE SHOP, 3D LAAM	96	282.0
CP9615R	BURY CABLES & PAVE BOAT YARD AT NAVY BOAT DOCKS	96	111.9
CP9617R	RENOVATE MWR SERVICES BLDG 3452	96	125.9
CP9618R	CORRECT VARIOUS FIRE SAFETY DEFICIENCIES	96	118.0
CP9619R	CORRECT VARIOUS SPRINKLER DEFICIENCIES	96	12.2
CP9621R	OSHA SAFETY CORECTIONS, VARIOUS BLDGS	96	62.8
CP9623R	VEHICLE EXHAUST VENTILATION SYSTEM, BLDG 1782	96	22.5
CP9627R	INSULATE AND AIR CONDITION BLDG 121	96	145.4
CP9628R	REPLACE WINDOW A/C UNITS WITH CENTRAL A/C IN GYM	96	153.7
CP9630R	IMPROVE SECURITY AT TANK FARM 'C'	96	15.9
CP9632R	CONSTRUCT OR IMPROVE HW ACCUMULATION AREAS	96	219.9
CP9634R	WATERSHED RETENTION BASINS	96	135.6
CP9636R	UPGRADE UST SYSTEM AT TANK FARM "C"	96	95.7
CP9639R	ENVIRONMENTAL EDUCATION CENTER	96	94.0
CP9644R	FORKLIFT BATTERY CHARGING FACILITY FOR ORDNANCE	96	73.4
CP9645R	HARDEN GATEHOUSES	96	109.5
CP9646R	PERIMETER FENCE AT STAFF CAPEHART HOUSING	96	51.5
H833R2	WHOLE HOUSE IMPROVEMENTS, CAPEHART PH IV	96	2,170.0
P070	ENG SOUND SUPPR FACILITY	96	6,600.0
P075	MISSILE MAGAZINE	96	1,050.0
P843	HEAT/COVER COMBAT POOL	96	1,200.0
P022	EA-6B TRAINER FACILITY	97	4,360.0
P061	ACCESS ROAD,US 70 TO SLOC	97	1,820.0
P827	OPERATIONS/MAINT FACILITY	97	6,620.0
		TOTAL:	43,213.7

AIRPORT ZONING
AS PASSED

2/20/91

361

ZONES	
3, B3 and A	No residential development
B1 and B2	Maximum density one dwelling unit per 5 acres
2, C1 and C2	Maximum density not to exceed two dwelling units per acre
1	Maximum density not to exceed three dwelling units per acre

ATTACHMENT (3)

MARINE CORPS AIR STATION

ZONING ORDINANCE

CRAVEN COUNTY, NORTH CAROLINA

ENACTMENT:

AN ORDINANCE ESTABLISHING AIRPORT-RELATED ZONING REGULATIONS FOR CERTAIN AREAS OF THE COUNTY OF CRAVEN, NORTH CAROLINA, AND PROVIDING FOR THE ADMINISTRATION, ENFORCEMENT, AND AMENDMENT THEREOF, IN ACCORDANCE WITH THE PROVISIONS OF NORTH CAROLINA GENERAL STATUTES 153A-340 THROUGH 153A-348 INCLUSIVE, AND FOR THE REPEAL OF ALL ORDINANCES IN CONFLICT HEREWITH.

PREAMBLE:

WHEREAS, the General Statutes of North Carolina empowers Craven County to enact a zoning ordinance and to provide for its administration, enforcement, and amendment, and

WHEREAS, the County Commissioners deem it necessary, for the purpose of promoting the health, safety, morals, or general welfare of the County to enact such an Ordinance, and

WHEREAS, the County Commissioners have appointed a Planning Board to recommend the boundaries of the various original districts and appropriate regulations to be enforced therein, and

WHEREAS, aircraft operations at the Cherry Point Marine Corps Air Station are potentially inimical to the health, safety and general welfare of the citizens of Craven County, and

WHEREAS, airport hazards endanger the lives and property of users of airports and occupants and owners of property in their vicinity, and

WHEREAS, airports produce noise which is not compatible with residential uses and certain commercial and industrial uses, and

WHEREAS, the creation or establishment of an airport hazard injures the community served by the airport in question, and

WHEREAS, in the interest of the public health, safety and general welfare, it is necessary that the creation or establishment of airport hazards be prevented, and

WHEREAS, the Planning Board has given reasonable consideration, among other things, to the character of the district and its peculiar suitability for particular uses, with a view to preventing airport hazards and protecting public interests, and

WHEREAS, the Planning Board has submitted its final report to the County Commissioners, and

WHEREAS, the County Commissioners have given due public notice of hearings relating to the zoning district, regulations and restrictions, and have held such public hearings, and

WHEREAS, all requirements of the General Statutes of North Carolina, with regard to the preparation of the report of the Planning Board and subsequent action of County Commissioners have been met;

NOW, THEREFORE, BE IT ORDAINED BY CRAVEN COUNTY, NORTH CAROLINA, AS FOLLOWS:

SECTION 1.0 GENERAL

1.1 Authority

The provisions of this Ordinance are adopted under authority granted by the General Assembly of North Carolina (General Statutes 153A-340-348).

1.2 Jurisdiction

The regulations set forth in this Ordinance shall be applicable within the following area of Craven County:

BEGINNING at a point on the center line of N.C. Highway 101, said point being the intersection of the January 31, 1989, Town of Havelock extraterritorial jurisdiction boundary line (said line being located approximately at the intersection of Shop Branch [a tributary of Hancock Creek] and N.C. Highway 101) as shown on the official Town of Havelock zoning map dated January 1982; thence east along the center line of N.C. Highway 101 to a point, said point being the intersection of the center line of N.C. Highway 101 and the center line of N.C. Highway 306; thence north along the center line of N.C. Highway 306 for a distance of 2,000 feet to a point located on the center line of N.C. Highway 306; thence easterly along a line perpendicular to the center line of N.C. Highway 306 for a distance of 1,000 feet to a point; thence north along a line parallel to the center line of N.C. Highway 306 for a distance of 6,400 feet to a point, said point being located on a line drawn perpendicular to the center line of N.C. Highway 306; thence westerly along a line perpendicular to N.C. Highway 306 to a point, said point being the intersection of the line perpendicular to N.C. Highway 306 and the center line of N.C. Highway 306; thence north along the center line of N.C. Highway 306 to a point, said point being the intersection of the center line of N.C. Highway 306 and the center line of the Pine Cliff Recreation Area access road if extended; thence northwest along the center line of the Pine Cliff Recreation Area access road to its intersection, if extended, with the mean high water level of the southern shore of the Neuse River; thence west along the mean high water level of the southern shore of the Neuse River to its intersection, if extended, with the Town of Havelock extraterritorial boundary as shown on the Town of Havelock official zoning map dated January 1982; thence southwest along a line conterminous with the Town of Havelock extraterritorial boundary line as shown on the Town of Havelock official zoning map dated January 1982 to its intersection with the center line of N.C. Highway 101, THE POINT OF THE BEGINNING.

1.3 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.

1.4 Title

This Ordinance shall be known as The Marine Corps Air Station Zoning Ordinance of Craven County, and may be cited as the Zoning Ordinance.

2.4 Definitions

1. 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 the Cherry Point Marine Corps Air Station.

2. Airport Elevation means the highest point of airport's landing area measured in feet above mean sea level.

3. Airport Environs means that area which has been identified as being significantly impacted by airport noise and accident potential.

4. Building Inspection Department means the administrative agency which has been designated by the Craven County Board of Commissioners to administer airport zoning regulations.

5. Construction means the erection or alteration of any structure either of a permanent or temporary character.

6. 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.

7. dBA means the unit of corrected noise level measured in accordance with the "A-weighting scale" which replicates the response characteristics of the ear.

8. 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.

9. Dwelling Unit means a structure or portion of a structure designed or occupied as self-contained living quarters for one family.

10. Family means one or more persons related by blood, marriage or adoption, and living together as a single housekeeping unit.

11. Forestry means the cultivation and harvesting of trees. The term shall not include the retail sale of trees or similar products.

12. 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.

13. 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.

14. 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.

15. Multi-family Dwelling means a structure which contains three or more dwelling units.

16. 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.

17. 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.

18. Single-family Dwelling means a detached structure which is designed for or occupied exclusively as a residence for one family.

19. Structure means any object constructed or installed by man, including but not limited to buildings, towers, smokestacks, utility poles, and overhead transmission lines.

20. Use means the purpose for which land or a building is arranged, designed, occupied, or maintained.

SECTION 3.0 USE RESTRICTIONS

3.1 General

Notwithstanding any provision of the Zoning Ordinance, the permitted land use for any property within the Airport Environs Area shall be defined as set forth in Table 1.

3.2 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:

Airport Noise Zone	Ldn Values
1	Less than 65
2	65 to 75
3	Greater than 75

3. Airport Environs Zones are hereby established as follows:

Area	Characteristics
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
C1	Accident Potential Zone 2 & Noise Zone 2
C2	Accident Potential Zone 2 & Noise Zone 1
3	Noise Zone 3
2	Noise Zone 2
1	Potential Noise Zone

4. Development

   a) **Acceptable Development:** The provisions of the zoning code are appropriate without modifications.

   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.

Table 1
LAND USE OBJECTIVES

Yes = Acceptable Development
* = Conditional Development Permitted by Table 2
No = Unacceptable Development and Prohibited

Land Use Category	Airport Environs Areas								
Residential	A	B3	B2	B1	C2	C1	3	2	1
Single-Family Dwellings (including mobile homes)	No	No	*22,15	*22	*14,15	*14	No	*14,15	*23
Two-Family Dwellings; Multi-Family Dwellings; Mobile Home Parks or Courts	No	No	No	No	No	No	No	*15	*2.
Group Quarters; Residential Hotels; Transient Lodge	No	No	No	No	No	No	No	*15	Yes
Industrial/Manufacturing:									
Food and Kindred Products; Textile Mill Products	No	No	No	No	*10	Yes	*3	*10	Yes
Apparel; Chemicals & Allied Products Activities; Petro Refining & Related Rubber & Misc. Plastic Products	No	No	No	No	No	No	*3	*10	Yes
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; Warehouseing	No	*3	*10	Yes	*10	Yes	*3	*10	Yes
Professional, Scientific & Control Instruments	No	No	No	No	*10	No	*3	*10	Yes
Transportation, Communication and Utilities:									
Railroad	*2	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	*2	*3	*10	Yes	*10	Yes	*3	*10	Yes
Utilities (except above ground transmission lines)	*1	*3	*10	Yes	*10	Yes	*3	*10	Yes
Above Ground Transmission Lines	No	No	No	No	Yes	Yes	Yes	Yes	Yes

Table 1 (Continued)

Yes = Acceptable Development
* = Conditional Development Permitted by Table 2
No = Unacceptable Development and Prohibited

Land Use Category	Airport Environs Areas								
	A	B3	B2	B1	C2	C1	3	2	1
Commercial/Retail Trade:									
Wholesale Trade; Building Material; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail) . . .	No	*3	*10	Yes	*10	Yes	*3	*10	Yes
General Merchandise (Retail); Food Retail; Apparel and Accessories (Retail)	No	No	No	No	*11	Yes	*4	*11	Yes
Furniture; Home Furnishing (Retail)	No	No	No	No	*10	No	*4	*11	Yes
Eating & Drinking Establishments	No	No	No	No	No	No	*12	*4	Yes
Personal & Business Services:									
Finance; Real Estate; Insurance; Personal Services; Business Services; Professional Services; Indoor Recreation Services	No	No	No	No	*4	Yes	*12	*4	Yes
Repair Services; Contract Construction Services	No	*4	*11	Yes	*11	Yes	*4	*11	Yes
Automobile Service Stations	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Public and Quasi-Public Services:									
Government Services	No	No	No	No	*11,16	*18	*4	*11	Yes
Educational Services; Cultural Activities; Non-Profit Organizations	No	No	No	No	No	No	No	*12	Yes
Medical & Other Health Services	No	No	No	No	No	No	*4	*12	Yes
Cemeteries	No	*5	*5	*5	*5	*5	Yes	Yes	Yes
Landfills	No	No	No	No	No	No	No	No	Yes

Table 1 (Continued)

Yes = Acceptable Development
* = Conditional Development Permitted by Table 2
No = Unacceptable Development and Prohibited

Land Use Category	Airport Environs Areas								
	A	B3	B2	B1	C2	C1	3	2	1
Outdoor Recreation:									
Playground; Neighborhood Parks	No	No	No	No	*17	*17	No	Yes	Yes
Community & Regional Parks	No	*6	*6	*6	*6	*6	Yes	Yes	Yes
Nature Exhibits	No	*4	*11	Yes	*11	Yes	*4	Yes	Yes
Spectator Sports Including Arenas	No	No	No	No	No	No	No	Yes	Yes
Golf Courses; Riding Stables	No	*7,8	*7,8	*7,8	*7,13	*7,13	*20	Yes	Yes
Water Based Recreational Areas	No	*7	*7	*7	*7	*7	*20	Yes	Yes
Resorts and Groups Camps	No	No	No	No	No	No	*21	Yes	Yes
Entertainment Assembly; Amphitheatre; Music Shell	No	No	No	No	No	No	No	No	Yes
Resource Production, Extraction & Open Land:									
Agriculture Including Livestock Grazing	*1	*9	*22,15	*22	*15	Yes	*19	*15	Yes
Livestock Farms; Animal Breeding	No	No	*22,15	*22	*15	Yes	No	*15	Yes
Agriculture Related Activities	No	*9	*22,15	*22	*15	Yes	No	*15	Yes
Forestry Activities	*2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Fishing Activities	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mining Activities	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Undeveloped Areas; Unused Land Areas; Permanent Open Space; Water Areas	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Table 2
Conditions for Development

(For this table, NLR means Noise Level Reduction)

(1) No structures (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.

(2) Permitted only within height constraints.

(3) 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.

(4) Compatible development is conditioned on design and construction providing for a NLR of 30 dBA throughout the facility.

(5) Chapels are not permitted.

(6) Development is subject to the condition that spectator stands are not built as part of this land use operation.

(7) Development is subject to the condition that clubhouses are not built as part of this land use operation.

(8) Development is subject to the condition that concentrated rings with classes larger than 25 are not built as part of this land use operation.

(9) Residential structures are not permitted.

(10) Compatible development is conditioned on design and construction providing for a NLR of 25 dBA in reception, office, retail and employee lounge areas.

(11) Compatible development is conditioned on design and construction providing for a NLR of 25 dBA throughout the facility.

(12) Compatible development is conditioned on design and construction providing for a NLR of 35 dBA throughout the facility.

(13) Development is subject to the condition that concentrated rings with classes larger than 50 are not built as part of this land use operation.

(14) Development is subject to the condition that maximum density not exceed 2 dwelling units per acre.

(15) 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.

(16) Development is subject to the condition that meeting places, auditoriums and the like for gatherings or more than 25 people are not built as part of this land use operation.

(17) 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.

(18) 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.

(19) 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.

(20) Compatible development is conditioned on design and construction providing for a NLR of 30 dBA in the clubhouse.

(21) Compatible development is conditioned on design construction providing for a NLR of 30 dBA in permanent structures.

(22) Development is subject to the condition that maximum density not exceed one dwelling unit per five acres.

(23) Development is subject to the condition that maximum density not exceed three dwelling units per acre.

SECTION 4.0 USES INTERFERING WITH AIRCRAFT

4.1 General

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 the zoning area.

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 or birds or waterfowl within the zoning area.

SECTION 5.0 LIGHTING

5.1 General

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 6.0 HAZARD MARKING AND LIGHTING

6.1 General

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 Craven 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.

SECTION 7.0 DISCLOSURE STATEMENT

7.1 General

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: _____

The property at _____(Address)_____ is located within the airport environs of the Cherry Point Marine Corps Air Station. Craven 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. Before purchasing or leasing the above property, you should consult the Craven County Marine Corps Air Station 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 Craven County Marine Corps Air Station Zoning Ordinance to determine the restrictions which have been placed on the subject property.

Dated this _____ day of _____, 19__.

Witness: _____ Owner: _____

SECTION 8.0 NONCONFORMING SITUATIONS

8.1 General

After the effective date of this Ordinance, land or structures, or the uses of land or structures which would be prohibited under the regulations for the district in which it is located and which were existing prior to the effective date of this Ordinance, shall be considered as non-conforming. It is the intent of this Ordinance to permit these non-conformities to continue until they are removed, but not to encourage their continual use. Non-conforming structures or uses may be continued provided they conform to the provisions of this Ordinance.

8.2 Definitions

Unless the context clearly indicates otherwise, the terms defined below are used in this article in the following manner:

1. Non-Conforming Situation - A situation that occurs when, on the effective date of this Ordinance or any amendment hereto, an existing lot or structure, or use of an existing lot or structure, does not conform to one or more of the regulations applicable to the district in which the lot or structure is located.

2. Non-Conforming Use - A non-conforming situation that occurs when property is used for a purpose or in a manner made unlawful by the permitted use regulations applicable to the district in which the property is located.

3. Non-Conforming Building or Structure (Dimensional Non-Conformity) - A non-conforming situation that occurs when the height, size or minimum floor space of a building or the relationship between an existing building and the required yard setbacks does not conform to the regulations applicable to the district in which the property is located.

4. Non-Conforming Project - Any structure, development or undertaking that is incomplete at the effective date of this Ordinance and would be inconsistent with any regulation applicable to the district in which it is located if completed as proposed or planned.

8.3 Completion of Non-Conforming Projects

The construction or erection of any non-conforming project may be completed provided:

1) All construction is done pursuant to a validly issued building permit.

8.4 Extension or Enlargement of Non-Conforming Situations

1. Except as specifically provided in this subsection, it shall be unlawful for any person to engage in any activity that causes an increase in the extent of non-conformity of a non-conforming situation.

2. Subject to paragraph (4) of this subsection, a non-conforming use may be extended throughout any portion of a completed building that, when the use was made non-conforming by this Ordinance, was manifestly designed or arranged to accommodate such use. However, subject to Subsection 8.4.4 of this section, a non-conforming use may not be extended to additional buildings or to land outside the original building.

3. Subject to Subsection 8.3 of this section, a non-conforming use of open land may not be extended to cover more land than was occupied by that use when it became non-conforming, except that a use that involves the removal of natural materials from the lot (e.g., a quarry) may be expanded to the boundaries of the lot where the use was established at the time it became non-conforming, if ten (10) percent or more of the earth products had already been removed at the effective date of this Ordinance.

4. Where a non-conforming situation exists, the equipment or processes may be changed if these or similar changes amount only to changes in the degree of activity rather than changes in kind and no violations of other paragraphs of this subsection occur.

5. Physical alternation of structures or the placement of new structures on open land are unlawful if they result in:

   a) An increase in the total amount of space devoted to a non-conforming use;

   b) Greater non-conformity with respect to dimensional restrictions such as height limitations, or density requirements; or

6. Minor repairs to and routine maintenance of property where non-conforming situations exist are permitted and encouraged.

7. Notwithstanding paragraph 8.5, any structure used for single-family residential purposes and maintained as a non-conforming use may be replaced with a similar structure of a larger size, so long as the replacement does not create new non-conformities or increase the extent of existing non-conformities with respect to yard size and setback requirements. In particular, a mobile home may be replaced with a larger mobile home, and a "single-wide" mobile home may be replaced with a "double-wide." This paragraph is subject to the limitations stated in Subsection 8.6 - "Abandonment and Discontinuance of Non-Conforming Situations."

8. A structure that is non-conforming in any respect or a structure that is used in a non-conforming manner may be reconstructed or replaced if partially or totally destroyed, subject to the following restrictions:

   a. A letter of intent is received by the Building Inspector within six (6) months from the time of such destruction;

   b. A building permit is obtained from the Building Inspector within one (1) year from the time the damage or destruction took place;

   c. The total amount of space devoted to a non-conforming use may not be increased, except that a larger, single-family residential structure may be constructed in place of a smaller one and a larger mobile home intended for residential use may replace a smaller one;

   d. The reconstructed building may not be more non-conforming with respect to dimensional restrictions such as yard requirements, height limitations, or density requirements, and such dimensional non-conformities must be eliminated if that can reasonably be accomplished without unduly burdening the reconstruction process or limiting the right to continue the non-conforming use of such building.

8.5 Change in Kind of Non-conforming Use

1. A non-conforming use may be changed to a conforming use. Thereafter, the property may not revert to a non-conforming use.

2. A non-conforming use may be changed to another non-conforming use only in accordance with a conditional use permit issued by the Board of Adjustment. The Board shall issue such approval if it finds that the proposed use will be more compatible with the surrounding neighborhood than the use in operation at the time the approval is applied for. If a non-conforming use is changed to any use other than a conforming use without obtaining approval pursuant to this paragraph, that change shall constitute a discontinuance of the non-conforming use, and the property involved may thereafter be used only for conforming purposes.

   a. A non-conforming accessory use of building may only be changed to another non-conforming accessory use or building according to Section 8.5.2 of this Ordinance. Changes in a principal use are also considered as changes to any accessory use or building.

3. If a non-conforming use and a conforming use, or any combination of a conforming and non-conforming use, or any combination of non-conforming uses exist in one (1) lot, the use made of the property may be changed substantially (except to a conforming use), only in accordance with approval issued by the Board of Adjustment. The Board shall issue such approval if it finds that the proposed use will be more compatible with the surrounding neighborhood than the use or combination of uses in operation at the time the approval is applied for.

8.6 Abandonment and Discontinuance of Non-conforming Situations

1. When a non-conforming use is discontinued for a consecutive period of 180 days, the property involved may thereafter be used only for conforming purposes.

2. For purposes of determining whether a right to continue a non-conforming situation is lost pursuant to this subsection, all of the buildings, activities, and operations maintained on a lot are generally to be considered as a whole. For example, the failure to rent one apartment in a non-conforming apartment building or one space in a non-conforming mobile home park for 180 days shall not result in a loss of the right to rent that apartment or space thereafter so long as the apartment building or mobile home park as a whole is continuously maintained. But if a non-conforming use is maintained in conjunction with a conforming use, discontinuance of a non-conforming use for the required period shall terminate the right to maintain it thereafter.

And so, if a mobile home is used as a non-conforming use on a residential lot where a conforming residential structure also is located, removal of that mobile home for 180 days terminates the right to replace it.

3. When a structure or operation made non-conforming by this Ordinance is vacant or discontinued at the effective date of this Ordinance, the 180-day period for purposes of this subsection begins to run at the effective date of this Ordinance.

SECTION 9.0 ADMINISTRATION AND ENFORCEMENT

9.1 Administration and Enforcement

The Building Inspector shall administer and enforce this Ordinance. He may be provided with assistance of such other persons as the County Commissioners may direct.

If the Building Inspector shall find that any of the provisions of this Ordinance are being violated, he shall notify in writing the person responsible for such violation indicating the nature of the violation and ordering the action necessary to correct it. He shall order discontinuance of illegal use of land, buildings, or structures; removal of illegal buildings or structures or of additions, alterations, or structural changes thereto; discontinuance of any illegal work being done; or shall take any other action authorized by this Ordinance to insure compliance with or to prevent violation of its provisions.

9.2 Building Permit Requirements

After the adoption of this Ordinance, no new uses shall be established unless a building permit is applied for and issued by the Building Inspector. No permit shall be issued except in conformity with the provisions of this Ordinance, except after written order from the Board of Adjustment.

9.3 Application for Building Permit

All applications for building permits shall be accompanied by plans in duplicate, drawn to scale, showing the actual dimensions and shape of the lot to be built upon; the exact sizes and locations on the lot of buildings already existing, if any; the location and dimensions of the proposed building or alteration and evidence of Craven County Board of Health's approval of the sewage disposal system. The application shall include such other information as may be required by the Building Inspector including existing or proposed building or alteration; existing or proposed uses of the building and land; the number of families or rental units the building is designed to accommodate; conditions existing on the lot; noise abatement proposals; and such other matters as may be necessary to determine conformance with, and provide for the enforcement of, this Ordinance.

One copy of the plans shall be returned to the applicant by the Building Inspector after he shall have marked such copy either as approved or disapproved and attested to same by his signature on such copy. Should the Building Inspector disapprove an

application for a building permit, the reasons for disapproval shall be listed on the application. The second copy of the plans, similarly marked, shall be retained by the Building Inspector.

9.4 Expiration of Building Permit

If the work described in any building permit has not begun within six (6) months from the date of issuance thereof, said permit shall expire; it shall be cancelled by the Building Inspector and written notice thereof shall be given to persons affected.

If after commencement the work is discontinued for a period of twelve (12) months, the permit therefore shall immediately expire and be cancelled by the Building Inspector and written notice thereof shall be given to the persons affected, together with notice that further work as described in the cancelled permit shall not proceed unless and until a new building permit has been obtained.

9.5 Building Permit for New or Altered Uses

It shall be unlawful to use or occupy or permit the use or occupancy of any building or premises, or part thereof hereafter created, erected, changed, converted or wholly or partly altered or enlarged in its use or structure until a building permit shall have been issued therefor by the Building Inspector stating that the proposed use of the building or land conforms to the requirements of this Ordinance.

No permit for erection, alteration, moving or repair of any building shall be issued until an application has been made for a building permit. The permit shall be issued in conformity with the provisions of this Ordinance upon completion of the work.

A temporary building permit may be issued by the Building Inspector for a period not exceeding six (6) months during alterations or partial occupancy of a building pending its completion.

The Building Inspector shall maintain a record of all building permits and a monthly summary of all permits issued shall be made available to the public.

Failure to obtain a building permit shall be a violation of this Ordinance and punishable under Section 12.3 of this Ordinance.

9.6 Construction and Use to be as Stated on Building Permits

Building permits issued on the basis of plans and applications approved by the Building Inspector authorize only the use, arrangements, and construction set forth in such approved plans and applications. Use, arrangement, or construction at variance with that authorized shall be deemed a violation of this Ordinance and punishable as provided by Section 12.3 herein.

9.7 Right of Appeal

If the building permit is denied, the applicant may appeal the action of the Building Inspector to the Board of Adjustment.

9.8 Certificate of Occupancy

No new building or part thereof shall be occupied, and no addition or enlargement of any existing building shall be occupied, and no existing building after being altered or moved shall be occupied, and no change of occupancy shall be made in any existing building or part thereof, until the Building Inspector has issued a Certificate of Occupancy therefore. A temporary Certificate of Occupancy may be issued for a portion or portions of a building which may safely be occupied prior to final completion and occupancy of the entire building.

Application for a Certificate of Occupancy may be made by the owner or his agent after all final inspections have been made for new buildings, or, in the case of existing buildings, after supplying the information and data necessary to determine compliance with this Ordinance and appropriate regulatory codes of the County for the occupancy intended. The Building Inspector shall issue a Certificate of Occupancy when, after examination and inspection, it is found that the building in all respects conforms to the provisions of the Ordinance and appropriate regulatory codes of the County for the occupancy intended.

A Certificate of Occupancy shall not be issued for any building until revised noise abatement construction procedures have been accomplished.

9.9 Duties of Building Inspector, Board of Adjustment, Courts and County Commissioners as to Matters of Appeal

It is the intention of this Ordinance that all questions arising in connection with the enforcement of this Ordinance shall be presented first to the Building Inspector and that such questions shall be presented to the Board of Zoning Adjustment only on appeal from the Building Inspector; and that from the decision of the Board of Adjustment recourse shall be to courts as provided by law.

It is further the intention of this Ordinance that the duties of the County Commissioners in connection with the Ordinance shall not include the hearing and passing of disputed questions that may arise in connection with the enforcement thereof, but only considering and passing upon any proposed amendment or repeal of the ordinance.

SECTION 10.0 AMENDMENTS

10.1 Amending the Ordinance

The County Board of Commissioners may amend the text regulations and zoning map according to the following procedures.

The following action shall be taken by the applicant:

1) Initiation of Amendments - Proposed amendments may be initiated by the County Commissioners, Planning Board, Board of Adjustment, or by one or more interested parties.

2) Application - An application for any amendment shall contain a description of the proposed zoning regulation or district boundary to be applied. Such application shall be filed with the Planning Department not later than fifteen (15) working days prior to the Planning Board meeting at which the application is to be considered.

3) Fee - A fee to be established by the County Commissioners shall be paid to Craven County, North Carolina, to cover necessary administrative costs and advertising costs.

4) Letter of Notification - Whenever any property is petitioned for rezoning or application for Special Use Permit, and such property does not have frontage on a dedicated public right-of-way, all such petitions shall be accompanied by letters of notification in the following manner:

   a. A letter of notification for each property owner and resident within two hundred (200) feet from any and all points of the property in question shall be included for mailing by the Planning Department staff;

   b. The letter shall contain adequate information to notify such owners and residents of the specific request of the applicant as well as the time, date, and location of public hearing;

   c. Such letters are to be placed in unsealed, stamped and addressed envelopes ready for mailing. The return address of the Planning Department must appear on the envelopes;

d. A list of all persons and their addresses to whom the letters are to be sent must accompany all such applications; and

e. Failure of any addressee of such letter of Notification to receive same shall not in any way invalidate or affect subsequent action on the petition for rezoning.

10.2 Action by the Planning Board

Planning Board Consideration - The Planning Board shall consider and make recommendations to the County Commissioners concerning each proposed zoning amendment. The Planning Board shall review any proposed amendment at a regularly scheduled meeting held and advertised in accordance with its Rules of Procedure then in effect. In lieu of separate consideration, the Planning Board may review an amendment in a joint meeting with the County Commissioners at a public hearing held in conformity with the requirements of Section 10.3 of this Ordinance.

10.3 Action by the County Commissioners

Notice and Public Hearing - No amendment shall be adopted by the County Commissioners until after public notice and hearing. Notice of public hearing shall be published once a week for two (2) successive calendar weeks in the local newspapers. The notice shall be published the first time not less than ten days nor more than 25 days before the date fixed for the hearing. Public notice may also be posted on the property concerned indicating the proposed change and date of public hearing.

Action by County Commissioners - Before taking such lawful action as it may deem advisable, the County Commissioners shall consider the Planning Board's recommendation on each proposed zoning amendment.

1. Petitions for amendment that receive favorable recommendation of the Planning Board, or petitions on which the Planning Board fails to make its recommendation within thirty (30) days after the Planning Board's public hearing, shall be scheduled for public hearing before the County Commissioners. Such public hearing shall be duly advertised.

2. Petitions for amendments that receive an unfavorable or adverse recommendation of the Planning Board may be appealed within ten (10) days of the date of such adverse decision to the County Commissioners by filing with the Clerk of the Board a notice, in writing, stating therein the action of the Planning Board and the amendment

requested. Before taking action on any proposed amendment, the County Commissioners shall hold a public hearing. Public Hearings on proposed zoning amendments will be held at such times as the County Commissioners shall decide.

10.4 Resubmission of a Denied Petition

No resubmission of a denied petition may be resubmitted within six (6) months of its previous denial. A petition which is withdrawn after action by the Planning Board, but before action by the County Commissioners, shall not be resubmitted prior to a period of six (6) months from the date of original submission to the Planning Board.

SECTION 11.0 BOARD OF ADJUSTMENT

11.1 Creating the Board of Adjustment

The Craven County Board of Commissioners shall provide for the appointment of the Craven County Board of Adjustment (hereinafter called the Board). Insofar as possible, members of the Board shall be appointed as follows: at least one (1) resident of the area which is zoned shall be appointed to the Board; however, the Board shall consist of a minimum of five (5) members. Insofar as possible, initial appointment to the Board shall be as follows: one-third (1/3) for a term of three (3) years; one-third (1/3) for a term of two (2) years; and one-third (1/3) for a term of one (1) year. Two (2) alternate members may be appointed for a term of three (3) years to serve in the absence of regular members. The successor to the regular and the alternate members shall be appointed for three (3) year terms. Vacancies shall be filled for the unexpired term only. Members of the Board of Adjustment may be removed for cause by the County Commissioners upon written charges and after public hearing.

11.2 Meetings

The Board shall elect one of its members as Chairman and another as Vice-Chairman who shall serve for one (1) year. The Building Inspector shall serve as secretary to the Board of Adjustment. The Board shall draw up and adopt the rules of procedures under which it will operate. 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. All meetings of the Board shall be open to the public. The Board shall keep minutes of its proceedings, showing the vote of each member upon every question, or his absence or failure to vote, indicating such fact, and also keep records of its examination and any other official action.

11.3 Filing and Notice for an Appeal

Appeals from the enforcement and interpretation of this Ordinance and appeals for variances may be taken to the Board of Adjustment by any person aggrieved or by any office, department, board or bureau of the County affected. Notice of an appeal to the Board of Adjustment shall be filed with the Building Inspector. An appeal stays all proceedings in furtherance of the action from, unless the Building Inspector files a Certificate stating that by reason of facts stated in the Certificate a stay would, in his opinion, interfere with enforcement of the Ordinance because the violation is transitory in nature, or would cause imminent peril to life and property. The Building Inspector shall

have one (1) copy of said certificate delivered by registered mail or by personal service to the appellant and to each member of the Board within ten (10) calendar days from the date the appeal is filed with the Building Inspector. The Certificate shall also be placed on file in the office of the Building Inspector for public inspection and recorded in the minutes of the next meeting of the Board. Where said Certificate is filed by the Building Inspector, proceedings in furtherance of the original order shall not be stayed otherwise than by a restraining order, which may be granted by a court of record in Craven County.

Hearing of the Appeal - After receipt of notice of an appeal, the Board Chairman shall schedule the time for a hearing, which shall be at a regular or special meeting.

Notice - At least one (1) week prior to the date of the hearing, the Building Inspector shall furnish all adjoining property owners with written notices of the hearing. Notice of Public Hearing shall be published once a week for two (2) consecutive calendar weeks in the local newspaper. Public notice may also be posted on the property concerned indicating the proposed change and date of public hearing.

Fees for Appeal Variances - A fee to be established by the County Commissioners shall be paid to Craven County, North Carolina, to cover the necessary administrative costs and advertising expenses.

11.4 Powers and Duties

The Zoning Board of Adjustment shall have the following powers and duties:

a) To hear and decide appeals where it is alleged by the appellant that there is error in any decision made by the Building Inspector or other administrative officials in the carrying out or enforcing of any provision of the Ordinance. A concurring vote of four-fifths (4/5) of the members of the Board shall be necessary to reverse, wholly or partly, any such decision.

b) To authorize upon appeal in specific cases such variances from the terms of this Ordinance as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the provisions of this Ordinance would result in unnecessary hardship. In granting any variance, the Board may prescribe appropriate conditions and safeguards in conformity with this Ordinance. A concurring vote of four-fifths (4/5) of the members of the Board shall be necessary to grant a variance. A variance from the terms of this Ordinance shall not be granted by the Board unless and until the following findings are made:

1) That special condition and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other land, structures or buildings in the same district;

2) That literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this Ordinance;

3) That the special conditions and circumstances do not result from the actions of the applicant;

4) That granting the variance requested will not confer on the applicant any special privilege that is denied by this Ordinance to other land, structures, or buildings in the same district.

11.5 Appeal from the Board of Adjustment

An appeal from the decision of the Zoning Board of Adjustment shall be subject to review by the Superior Court by proceedings in the nature of certiorari. Any petition for review by the Superior Court shall be filed with the Clerk of Superior Court within thirty (30) days after the decision of the Board is filed in the Office of the Clerk to the Board, or after a written copy thereof is delivered to every aggrieves party who has filed a written request for such copy with the Clerk or Chairman or the Board at the time of the hearing of the case, whichever is later.

SECTION 12.0 LEGAL PROVISIONS

12.1 Provisions of Ordinance Declared to be Minimum Requirements

The provisions of this Ordinance shall be held to be minimum requirements, adopted for the promotion of the public health, safety, morals, or general welfare. Wherever the requirements of this Ordinance are at variance with the requirements of any other lawfully adopted regulations, the most restrictive or that imposing the higher standards, shall govern.

12.2 Complaints Regarding Violations

Whenever a violation of this Ordinance occurs, or is alleged to have occurred, any person may file a written complaint. Such complaint stating fully the causes and basis thereof shall be filed with the Building Inspector. He shall record properly such complaint, immediately investigate, and take action thereon as provided by this Ordinance.

12.3 Penalties for Violation

Violation of the provisions of this Ordinance or failure to comply with any of its requirements shall constitute a misdemeanor and shall be punishable pursuant to the provisions of NCGS 14-4 which provides that violation of a County Ordinance is a misdemeanor punishable by either a maximum fine of fifty dollars ($50.00) or imprisonment for not more than 30 days as amended. Each day such violation continues shall be considered a separate offense.

The owner or tenant of any building, structure, premises or part thereof, and any architect, builder, contractor, agent, or other person who commits, participates in, or maintains such violation may each be found guilty of a separate offense and suffer the penalties herein provided.

In addition to an injunction, the County may petition the court to enter an order of abatement as part of the judgment in the cause. Such petition may request that buildings or other structures on the property be closed, demolished or removed; that fixtures, furniture or other chattel be removed from buildings on the property; that grass and weeds be cut; that improvements or repairs be made; or that any other action be taken that is necessary to bring the property into compliance with this Ordinance.

If the defendant fails or refuses to comply with an injunction or with an order of abatement within the time allowed by the court, he may be cited for contempt and the County may execute the order of abatement. If the County executes the order, it has a lien on the property, in the nature of a mechanic's or material man's lien, for the costs of executing the order.

Nothing herein contained shall prevent the Craven County from taking such other lawful action as is necessary to prevent or remedy any violation.

12.4 Approval of the Craven County Health Department

The Building Inspector shall not issue a building permit for any structure which requires the Craven County Health Department's approval for the installation of a sewage disposal system until such approval has been granted by the Craven County Health Department. Evidence of approval shall accompany the application for a building permit.

12.5 Separability Clause

Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decisions shall not affect the validity of the Ordinance as a whole, or any part thereof other than the part so declared to be unconstitutional or invalid.

12.6 Effective Date

This Ordinance shall take effect and be in force from and after its adoption by the Commissioners of Craven County, North Carolina, this 25th day of September, 1989.

CAMA LAND USE PLAN UPDATE
1993

The City of Havelock, North Carolina

FINAL

Prepared by

The City of Havelock Planning Board

and

The Cox Company
Urban Planners • Landscape Architects
Development Consultants • Civil Engineers
Charlottesville, Virginia

ATTACHMENT (4)

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1993 CAMA LAND USE PLAN UPDATE
THE CITY OF HAVELOCK, NORTH CAROLINA

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Chapter 1.
Introduction

CHAPTER 1:
General Introduction

A. Introduction to the Planning Process

The 1992 Land Use Plan is designed to be used as a guide for the physical development of Havelock focusing on the upcoming ten year time frame. This Plan, along with responsible leadership in its implementation, provides a means by which the City's future growth can be successfully channeled and accommodated. The overall purpose of the Land Use Plan is to encourage the development of a safe, healthy, and economically sound living environment for the citizens of the City. The Land Use Plan focuses on those factors which contribute to or hinder proper growth and development, and identifies those areas in which the City government can have a positive impact.

The Land Use Plan is not the gospel, but, rather, it is a document which presents the City government's best attempt at defining its "vision" for the future and suggests ways to attain that "vision." The attitudes and desires of City residents undergird the goals, policies and implementation recommendations which will be adopted into this document. The participation of Havelock's citizens has been an essential contribution to setting the course for future land development and environmental conservation activities.

By preparing a Land Use Plan which is integrally tied to its precedent goals, objectives and planning policies and yet incorporates future goals and objectives, the old adage that "it is not enough to be what we have been" is underscored. Towards this end, one of the initial steps in this planning process was to define these future goals, to translate those goals into objectives by which they would be realized, and to establish policies and strategies by which the goals can be implemented for the betterment of the community of interest. In arriving at the set of goals and objectives which have been recommended for the Havelock Land Use Plan, three major and distinct efforts were undertaken in order to ensure that the planning process proceeded along this rational line and with the assurance that the adoption of future land use recommendations would be constructed on a firm social, economic, moral and legal underpinning.

The initial effort in this regard was to undertake a thorough review and analysis of all previous City plans and growth management documents. By carefully evaluating land use goals and objectives from earlier plans, the Havelock Board of Commissioners and Planning Board were able to assess the "suitability" and "workability" of past planning strategies. In doing so, past planning goals were then updated, refined and merged into the context of the current Plan's study requirements.

Secondly, the Havelock planning process incorporated a range of citizens' input and participation opportunities which enabled all interested parties to express their visions and expectations for the future of the City. A citizen's attitude survey was conducted as well as multiple work sessions with both public officials and private citizens. The consolidated findings were used by the City officials in making the final recommendations for the Plan. This effort complied with the requirements of the Coastal Area Management Act and other State guidelines affecting area-wide land use goals,

objectives and implementation strategies for environmentally sensitive areas of the City's wetlands region.

Thirdly, the Planning Board, City Staff and its Consultants kept a goals-oriented "vigil" during the development of the multi-faceted land use planning and growth management recommendations for the City. In doing so, they were able to maintain a high level of leadership and objective focus as the many "nuts and bolts" aspects of this Land Use Plan were being developed and as numerous land use alternatives were evaluated. The result of this thorough goals-directed planning effort yielded a more consistent land use planning program and a more efficient framework for the future management of growth in Havelock.

B. The Coastal Area Management Act

The Coastal Area Management Act of 1974--commonly know as CAMA--established a cooperative program of coastal area management and planning between local governments and the State. Havelock has been an active and productive participant in the CAMA process since its inception. Land use planning lies at the center of Havelock's involvement with CAMA, inasmuch as it has provided City leaders an opportunity and responsibility to establish and enforce policies to guide land development on a 5-year cyclical basis.

The State's CRC Land Use Planning Guidelines are very clear on its position regarding the importance of local planning:

> *"Land development generally takes place as the result of decisions by private individuals and government. If left entirely to chance, the resulting pattern of development in a locality may well not be in the best overall community interest. In order to promote this community interest for both present and future generations, a land use plan is to be developed, adopted and kept current by the local governments in the coastal area.*
>
> *The land use plan is a framework that will guide local leaders as they make decisions affecting development. Private individuals and other levels of government will also use the plan to guide their land use decisions. Use of the plan by these groups will lead to the more efficient and economical provision of public services, the protection of natural resources, sound economic development, and the protection of public health and safety.*

Havelock's leadership, through the CAMA land use planning process, has addressed many issues and has adopted policies that serve to guide the development of the City. This process recognizes that many decisions affecting land development are made by other levels of government (regional, state, federal), and that local policies must take account of and harmonize with established state and federal laws. However, most land use decisions are primarily those of local relevance, concern and control. By comprehensively addressing these issues via the Land Use Plan, state and federal agencies

will support the City's policies that deal with these issues. These agencies will also use the City land use plans and policies in making project consistency, funding and permit decisions. It is important to note that in the absence of a regularly updated and adopted Plan, the City relinquishes a number of local decision making responsibilities to State and Federal agencies which may, or may not, have the best interest of Havelock's citizens at heart.

Pursuant to the established guidelines of the Coastal Area Management Act (as amended), the Land Use Plan for Havelock is required by State statute to contain the following four basic minimum elements:

- *a summary of data collection and analysis*
- *an existing land use map*
- *a land use and environmental policy discussion*
- *a land classification map*

C. Establishment of a Demographic and Land Use Data Base

The data collection and analysis items required by CRC guidelines are designed to establish the information base necessary to make policy choices about future land use and development in the City. These items have been formulated so as not to place unnecessary burden on the local planning resources. The data requirements can generally be fulfilled by utilizing existing local plans and studies including the previous Land Use Plan Updates, as well as information provided by the U.S. Census, regional planning bodies and State agencies.

D. Establishment of Land Use and Environmental Goals and Policies

The City's Land Use Plan is required by CAMA to contain statements of local policy on those land use issues which will affect the community during the upcoming ten-year planning period. The major issues should include, but are not limited to:

- ***Resource Protection***
- ***Resource Production and Management***
- ***Economic and Community Development***
- ***Public Participation***
- ***Storm Hazard Mitigation***

Rather than incorporating additional topical areas for major issues, the Planning Board has determined that the above categories are sufficient for this Plan Update. Other traditional planning topics such as transportation, recreation, education, employment and growth management controls have been integrated into the examination and discussions of the five major CAMA policy categories.

It is incumbent upon the drafters of the Land Use Plan to ensure to the greatest extent possible that there is consistency among individual policies developed in each policy category. Particular attention

should be given to individual policies in the resource protection, resource production and management, and economic and community development categories. These three categories will often contain issues of overlapping as well as conflicting ideologies and philosophies. The result is that potentially competing and contradictory goals, policies and strategies must be forcefully addressed and sensitively resolved during the planning process.

E. Public Participation in the Planning Process

Public participation is the cornerstone of the planning process. In complying with CAMA planning guidelines, the Land Use Plan must document the means by which public involvement in the land use plan update was accomplished. As a minimum, the CAMA mandates that the City's Plan must address the following public participation issues:

- *a description of means to be used for public education on planning issues;*
- *a description of means to be used for continuing public participation in planning; and*
- *a description of means to be used for obtaining citizen input in developing land use plan policy statements.*

In fulfilling these State planning guidelines s for public involvement, the City leadership has prepared policies based upon data analysis, land use inventories as well as detailed citizen input related to the best possible alternative for each land use issue. The Land Use Plan includes a description of the methods by which the City intends to implement its policy choices. In summary, all policies adopted by the City as a part of the Land Use Plan are designed to maintain consistency with the overall policy adopted by the Coastal Resources Commission.

Highlights of Changes 1986 - 1992

Listed below are some of the more noticeable changes affecting the City of Havelock since the formulation of the previous Land Use Plan.

- Population (inclusive of Cherry Point MCAS) rose to 20,268 persons, according to the 1990 U.S. Census. This is 2,446 persons more than the 1980 Census figure of 17,718 persons, but 3,700 persons fewer than predicted for 1990 in the last Land Use Plan.

- The City established a new Department of Planning and Inspections under the direction of the City's first City Planner.

- A street addressing ordinance was adopted on January 31, 1992 as part of the City's commitment to the County-wide E911 Emergency Response Communication System.

• A fire code enforcement began under the new North Carolina State Building Code, Volume V (July 1, 1991). The Code requires biannual inspections of existing buildings other than single family residential.

• A proposed 40 acre land exchange between Weyerhauser Company and the U.S. Forestry Service of Croatan Forest fronting on U.S. 70 east of McCotter Boulevard was canceled because of wetlands regulations. Forest Service policy continues to permit land exchanges otherwise.

• The proposed $20.2 million Alfred A. Cunningham Aviation Museum gets a boost as the Museum Foundation and U.S. Marine Corps sign a Memorandum of Agreement on January 11, 1991, in common pursuit of the project. The museum, which is expected to attract 500,000 visitors annually, is located on a 67 acre site in the heart of Havelock, opposite Gate 6.

• The City develops a 50 acre multi-purpose community park east of Roger Bell Elementary School off NC 101.

• The City adopts a Flood Damage Prevention Ordinance April 28, 1987 and enters the regular national flood insurance program.

• The first phase of the new 50 acre Havelock Industrial Park opens in 1991 with Jasper Textiles, Inc. as the first occupant.

• A significant victory for the AICUZ compatible use strategy occurs when the City develops a new community park and industrial park off NC 101 in a high noise area near runway 32, a site formerly planned for a residential community.

• The 1991-92 school year sees 579 elementary students move into the new Gurganus Elementary School northwest of Havelock.

• The Craven Community College approves a master plan to develop the Havelock Campus adjacent to the new Gurganus Elementary School.

• The NC Legislature passes the 1989 Highway Trust Fund, which provides funds to move up planning and construction of the Havelock By-pass.

• The City contracts to update the 1979 Thoroughfare Plan beginning in the summer of 1992.

• The NC Department of Transportation and Cherry point MCAS approve plans to construct a West Gate for the Base at U.S. 70 in 1993.

• A wildlife habitat study reveals locations of the endangered Red Cockaded Woodpeckers in the proposed corridor for the Havelock Bypass. Mitigation may delay the project or cause corridor adjustments.

• CDAC, a four-county planning and advisory group to the Civilian and Military Council, is formed to address common environmental, economic, and development issues.

• The Division of Marine Fisheries lists Slocum Creek as a Primary Nursery Area for finfish and shellfish. The Environmental Management Commission requires the City to extend a sewer outfall line to the Neuse River. One plan estimates construction of the sewer line at $3 million.

• Townhouse and condominium development rises from 19 to 22 percent of all housing types. Mobile homes drop from 16 to 14 percent.

• A new water treatment plant and 1,000,000 gallon storage tank are added at Brown Boulevard.

•The Persian Gulf War in 1991 sees major involvement of USMC Cherry Point. The local economy slows sharply during this year.

• CAMA and U.S. Army Corps of Engineers permits are granted for City to gain maintenance road access to the last section of the McCotter Canal, which allows the City to keep water flowing and reduce drainage problems in East Havelock.

•The controversial Webb Boulevard sidewalk project is dropped.

•Private and public interests join in a far-sighted County strategic planning process. Following an in-depth community analysis, needs assessment, public issue focusing process, and detailed studies, the steering committee for "Craven County 2001: Previewing the Future," presented a strategic plan. Strategies developed into actions since then include better coordinated planning and funding efforts for infrastructure improvements to (1) education, (2) sanitary sewer, and (3) transportation systems. One of the more meaningful accomplishments of the strategic planning process has been a greater understanding of how the thoughts and energies of the public and private sectors, local, regional, and state interests must be pooled to plan and resolve area issues.

Chapter 2.
Data Collection and Analysis

CHAPTER 2:
Data Collection and Analysis

Introduction

The 1992 Land Use Plan update for the City of Havelock complies with the "Land Use Planning Guidelines" of the North Carolina Administrative Code (NCAC) Subchapter 7B as amended on October 1989. This section of the Code outlines the requirements of the Coastal Area Management Act (CAMA) established in 1974. It also "sets forth general standards for use by the Coastal Resources Commission in reviewing and considering local land use plans." The CRC updates its planning guidelines every five years and subsequently adds and deletes policy requirements.

The first CAMA Land Use Plan for the City of Havelock was prepared in 1976. The initial update was completed in 1981 and the second update was completed in 1986. The purpose of the update is primarily for the examination of existing policies and the evaluation of the relevancy and adequacy of the techniques for implementation based on demographic and physiographic changes over the past five years.

Due to the recent decision by the military Base Realignment and Closure Commission to expand Cherry Point, the City stands poised to develop and provide necessary services for all expected growth. The recent transportation improvements in the City and opening of the Slocum Road access gate is the beginning of progressive activities to accommodate the anticipated population increase. Waste water plant expansion is planned. Residential and commercial developers are anticipating the growth and are preparing to build as necessary. City Hall will be expanded to provide better service to our citizens.

A. Establishment of the Information Base

The following information base is provided to establish a statistical foundation for use during the formation of goals, policies and implementation techniques. Information on population, housing, economics and land use was obtained from a variety of reliable public and private sources. Most of the data related to demographics came from the recent U.S. 1990 Census of Population and Housing. Additional data was acquired from State and Local sources such as the North Carolina Statistical Abstracts. Where information specific to the City of Havelock was not available, Craven County data has been included. It should be noted that no employment statistics were available for the City of Havelock. All information on employment and manufacturing were tabulated only at the County Level. Windshield surveys and an analysis of building permit data were conducted to update existing land use patterns and classifications. Interviews and work sessions were conducted with various City staff as well as elected and appointed officials. Information for the period preceding the 1986 Land Use Plan was obtained from that document and is presented, in part, herein for comparison with more recent statistics.

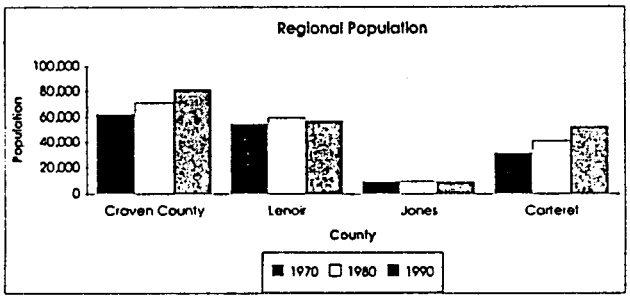
B. Present Conditions: Population and Economy

1. Population

The main purpose of providing population projections in conjunction with the Land Use Plan is to establish a demographic benchmark against which land use decisions regarding type, mix and character of real estate as well as potential impacts on Areas of Environmental Concern may be tested. Population forecasting is, at best, an "educated guess."

The population growth of Havelock during the past 50 years has been largely due to the military presence of the Marine Corps Air Station (MCAS) Cherry Point, which was established in 1941 and annexed by the City on December 28, 1979. The City's 1990 population of 20,268 persons includes both the military population of 11,978 persons and the civilian population of 8,290 persons.

Of the total 20,268 Havelock residents reported in the 1990 Census, 59 percent resided on-station with 2,711 in military barracks and 9,267 in family housing. Havelock's off-station population accounts for a 31.8 percent increase in Craven County population figures, which have shown an overall increase of 14.8 percent. The City's policy of requiring developers to petition for annexation to receive sewer service has meant this growth has been in real terms and not as a result of annexing existing housing. Projections to the year 2000 indicate an increase to 23,820 people for the City, including the Cherry Point MCAS. *See Table 2-1 for population trends for Craven County, the MCAS and the region.*



According to the 1990 Census, Havelock's male population currently outnumbers its females by 125.8 percent. Projections to the year 2000 indicate a continuation of this pattern, primarily due to the local military presence. This trend is opposite for North Carolina in general, as a female predominance results from the state and national demographic trend of females outliving males. Within the older age cohorts of Havelock, the results of longer female lifespans are witnessed; from age 55 and older, there are more females per age category than males. *See Table 2-2 for population by age and gender in Havelock and North Carolina.*

The current white/non-white population ratio is 3.12 to 1. The majority of the non-white population is African-American (18% of total population). There is also a significant presence of Native Americans (.83%) Asians (2.6%). *Table 2-3 presents a comparison of racial composition by City, County and State..*

Currently, the highest concentration of Havelock's residents occurs in the age group of 25 to 29 years of age. This is primarily due to the presence of young military personnel. There is also a significant

number of elementary school age and younger children. Ages 1 to 5 constitute 13.35% of the total population, and ages 6 to 11 constitute 10.45% of the total population. Many of these children are probably the children of military personnel. The large number of children emphasizes the need for continued maintenance of school facilities, and possible future expansion as needs arise.

"Beach" traffic plays an important economic function by bringing tourists through Havelock, but the City is not as affected as are nearby beach communities, such as Emerald Isle. The 1990 Census listed 18 housing units in Havelock as "seasonal, recreational or occasional use," compared with only 2 such housing units counted in the 1980 Census. Motel rooms and temporary units increased by 59 to a total of 362 with the opening of the Hospitality House on Brown Boulevard in 1991. Many of these rooms are used year-round by military personnel and their families while in transition.

A consensus of the Planning Board and Board of Commissioners and a majority of the people polled in two attitude surveys reveals that a modest rate of population growth is desirable, as compared to the rapid pace of growth in the late 1970s to the mid 1980s. Maintaining a modest growth rate (a one to two percent annual increase) over the next decade will depend largely on the following factors:

1. A relatively stable, even if slightly declining, military population.
2. A stable and slightly growing civilian, contract and construction employment at MCAS Cherry Point.
3. The employment of the increasing number of younger retiring military in local manufacturing and service jobs.
4. A systematic annexation of eight developed and developing areas containing an estimated 2,060 people plus available vacant lots.

The population projections to the year 2000 were made assuming the five foregoing factors would occur. A modest addition of 50 new dwelling units annually to the planning area, the average rate experienced during the last five years, would add approximately 150 people per year, a 1.8 percent annual rate of increase. This modest rate of growth has two very positive implications, as opposed to a higher rate of growth: 1) a third less area will be needed to absorb development - stretching the time before development pressures could adversely impact fragile areas and land with constraints, and 2) the City will be better able to direct resources (including staff time) to improving older sections of the City and preparing for future annexations.

a. Population Summary

The analysis of existing and projected population figures in the City of Havelock suggests the following trends:

1. The large number of school age children will necessitate a continued maintenance of school facilities and a possible expansion of these facilities in the future.

2. The largest group of people are 25 to 29 years of age. Most of the people in this category are probably connected with the military base. The relatively low number of elderly people may or may not increase in the coming years.

3. Seasonal population is primarily due to traffic passing through Havelock to the nearby beaches. There is very little economic impact from these seasonal visitors.

2. Housing

According to the U.S. Census definition, a household includes all persons who occupy a single housing unit. A housing unit is defined as a single room or group of rooms occupied as a separate living quarter; single family detached homes, townhouse units, apartments, and condominiums are all considered single housing units. Persons living in group quarters or institutions, including hospitals, asylums and jails are not considered members of households. Since 2,718 persons live in group quarters in Havelock (in military quarters), 13.4% of the population are therefore not counted as members of a household.

The City of Havelock has 3.10 persons per household. This number is higher than the 2.54 persons per household figure recorded for North Carolina. *See Table 2-4 for information outlining household characteristics*

3. Economic Analysis

a. General

Military and civilian payrolls, contract services, and construction contracts make a tremendous impact on the economy of Havelock. Changes in missions and numbers of personnel on Cherry Point Base make a further impact on the real estate market, the construction industry and use of local services in particular.

Recent industrial development has created new manufacturing jobs for area residents. The location of Jasper Textiles, Inc. in the new 50 acre Havelock Industrial Park, the R. A. Precision company and the United Parcel Service operation have been major additions to the growth of the economy.

Unemployment figures in Craven County show minor fluctuations over the last five years. The unemployment rate dropped to a five year low of 3.5 percent in 1989. It rose slightly to 4.7 percent in 1990 and this gradual increase is expected to have continued to the present. The unemployment figures are higher by just over half a percentage point when compared to the average State figure of 4.1 percent in 1990.

b. Cherry Point Marine Corps Air Station

The Environmental Scan for the Craven County 2001 strategic plan (October 1988) included a thorough analysis of the Craven County employment picture. The analysis pointed to the overwhelming

economic impact of the Cherry Point Marine Base to the region, county and especially the City of Havelock. The Scan described well the military presence this way:

> *"Since 1985, the national active duty military rate has been 9 per 1000 population. Craven's 1987 rate was 136 per 1000 population while the Havelock ratio was 465 per 1000 population." (p. 3-19)*

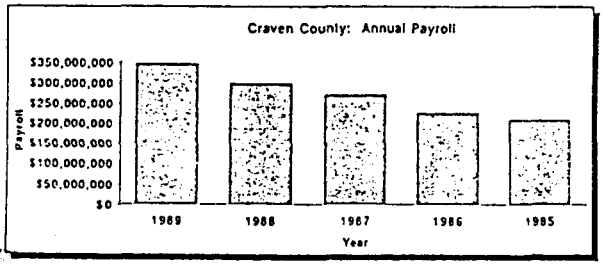
Military and civilian payrolls, contract services, and construction contracts make a tremendous impact on the area economy. Changes in missions and numbers of personnel on the Marine Base greatly impact the local economy. Payrolls decreased from $447 million in 1985 to $377 million in 1990. They have risen again to the projected 1992 amount of $600 million. The earlier period of decrease mirrors the dropping rate of building permit activity shown later in this chapter. Decreased numbers of military personnel during the same period is also evident in the first ever decrease in the number of mobile homes. The Gulf War in 1991 and the Air Station's important role in it was highly visible by the number of temporarily vacant businesses and reported increase in homes for sale during and following that period when the Marines were overseas.

Cherry Point brings a total of nearly 45,000 personnel to the City limits. Employment in the Naval Aviation Depot rose steadily during the 1980's to a high of 3350. It then dropped nearly 10 percent in 1990-91 to 3090. However, a slight rebound to 3148 employees had occurred by the start of 1992. According to information released to local officials by Cherry Point officials in January 1992, this level of employment is expected to remain fairly consistent for the next several years.

It should be noted that recent military Base Realignment and Closure Commission hearings indicated a substantial increase in military personnel to be located at the MCAS Cherry Point. The City strongly supports this increase. For more specific facts relating to expenditures and the total economic impact which the MCAS has on the City and County, see Table II- which is taken from the 1993 Regional Economic Impact booklet published by the MCAS.

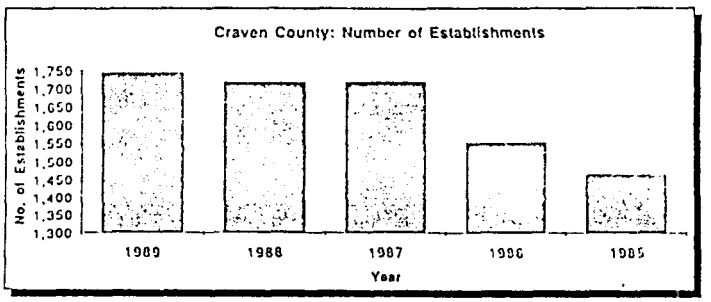
c. Commerce

The number of business establishments operating in Craven County have been steadily increasing by as much as 10 percent (1986 and 1987) over the past ten years. The recent trend indicates a more modest increase of just over 1 percent between 1988 and 1989. The annual payroll also steadily increased for 1985-1989, at an average of 13.25% per year. *See Table 2-5 for businesses and payroll figures.*



Per capita personal income for the County has been steadily increasing since 1970. The greatest increase of just under 7 percent occurred between 1986 to 1987. The trend indicating steady increases in per capita income seems to be continuing. The average annual increase hovers at or around the current inflation rate. The MCAS indicates a total 1993 fiscal year salary figure of $422,228,200.

The County's businesses have employed a varying number of persons as warranted by local and national economic conditions. Over the past five years, the firms have employed a high of 30,880 persons in 1989 and a low of 28,666 in 1986. A slight fall of about 1.5 percent occurred between the years of 1989 and 1990. A corresponding rise in the unemployment rate of 1.2 percent occurred during this time frame as well. *See Table 2-6 for recent County and State employment statistics.*



The gross retail sales for Craven County increased from 1970 to 1990. The largest increase occurred between 1970 and 1980 with a 160.4% change. Currently, a continuous rise is still apparent, however the yearly percentage increase is a slightly more modest 2 to 3 percent. See Table 2-7 for specific numerical data applying to this category. The source in all cases was the U.S. Census Statistical Abstracts and County Business Patterns.

d. Tax Base

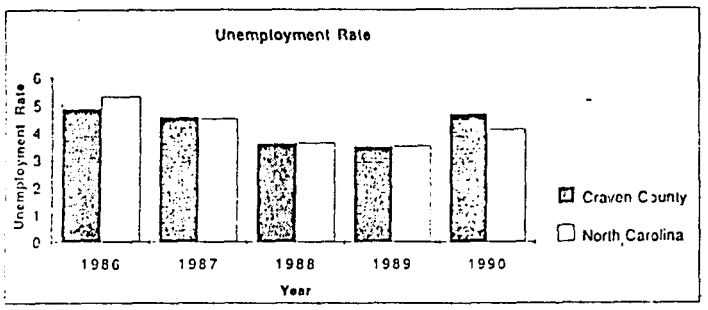
The estimated total value of the City's tax base for the 1992-93 fiscal year stands at $251,500,000. It is expected that the new Industrial Park Subdivision and Jasper Industries will add to this base for the following year. For fiscal year 1993-94, other factors also have the potential to increase the tax base. These factors are mostly 1991 legislative changes that will be in effect in 1993. Craven County will bill and collect County and City taxes on all motor vehicles. The City will pay the County up to 1.5% of this collection.

e. Employment

Employment figures in Craven County show minor fluctuations over the past five years. The current trends indicate a steady incline in the unemployment rate. Employment for the County has decreased by 34 persons.

During the last five years, the unemployment level peaked in 1986 with 1,477 of Craven County's labor force participants being without jobs, an overall rate of 4.9 percent. The lowest number for

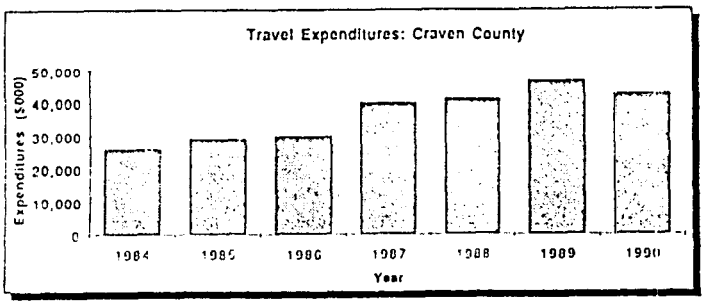
unemployment was in 1989, when there were 1,116 unemployed persons for a rate of 3.5 percent. By comparison, the unemployment rate for North Carolina was 5.3 percent in 1986 and 3.5 percent in 1989. The 1990 figures show a moderate rise in unemployment which rests at 4.7 percent for the County and 4.1 percent for the State. *Refer to Table 2-6 for employment statistics.*



f. Tourism

Once opened, half a million annual visitors are expected to visit the proposed $20.2 million Alfred A. Cunningham Aviation Museum, proposed for a 67 acre site opposite the Highway 101 gate. Local food, retail, lodging and other service businesses should benefit from the increased tourism.

Recent travel expenditures in Craven County have increased from $26.169 million in 1984 to a high of $42.62 million in 1990, an increase of 38.6 percent over the six year period. Between 1989 and 1990, however, travel expenditures decreased from $46.63 million in 1989 to $42.62 million in 1990, a decrease of 9.4%. While the State's travel expenditures have risen by an average of 7.47% yearly since 1984, Craven County's travel expenditures have risen by an average of 7.37% yearly over the same time period. Travel commerce in the County represented .64% of the State total in 1990, a slight increase in the County's contribution of .62% in 1984.



In 1990, the travel and tourism related industries employed 790 persons, or 2.5% of Craven County's total civilian labor force of 32,287 persons. This employment translated to a payroll of $11.36 million. State and local tax receipts resulting from travel and tourism expenditures totaled $1.66 million and $.74 million respectively. *Table 2-8 outlines travel and tourism expenditures for Craven County.*

Table 2-1
Population Trends
1970-1990

Jurisdiction	1970	1980	1990	Population Change 1980-1990 Persons	Percent
Craven County	62,554	71,043	81,613	10,570	14.88
Lenoir	55,204	59,819	57,274	-2,545	-4.25
Jones	9,779	9,705	9,414	-291	-3.00
Carteret	31,603	41,092	52,556	11,464	27.90

Population Projections

Jurisdiction	1980	1990	2000
City of Havelock	*17,718*	*20,264*	*23,820*
City w/o MCAS	4,627	8,290	11,850
Craven County	71,043	81,613	94,440
Havelock/Craven	24.9%	24.8%	25.2%

Table 2-2

Population by Age and Gender: 1990

City of Havelock

Age Cohort	Male	Female	Total
0-4 years	1,378	1,421	2,799
5-19 years	2,410	2,180	4,590
20-24 years	2,951	1,441	4,392
25-44 years	3,884	3,149	7,033
45-64 years	524	559	1,083
65 years and older	145	226	371
Totals	11,292	8,976	20,268
Percentage	55.71	44.29	100.00

Population by Age and Gender : 1990

North Carolina

Age Cohort	Male	Female	Total
0-4 years	233,576	225,379	458,955
5-19 years	703,101	671,190	1,374,291
20-24 years	288,510	265,446	553,956
25-44 years	1,064,393	1,087,093	2,151,486
45-64 years	611,002	674,606	1,285,608
65 years and older	313,708	490,633	804,341
Totals	3,214,290	3,414,347	6,628,637
Percentage	48.49	51.51	100.00

Table 2-3
Population by Race: 1990
City of Havelock

Race	1990
White	15,350
Non-white	4,918
Total	20,268

Population by Race: 1980-1990
Craven County

Race	1980	1990	1980-1990 Population Change	1980-1990 Percent Change
White	50,554	58,660	8,106	16.0%
Non-white	20,489	22,953	2,464	12.0%
Total	71,043	81,613	10,570	14.9%

Population by Race: 1980-1990
North Carolina

Race	1980	1990	1980-1990 Population Change	1980-1990 Percent Change
White	4,460,570	5,008,491	547,921	12.3%
Non-white	1,421,196	1,620,146	198,950	14.0%
Total	5,881,766	6,628,637	746,871	12.7%

Table 2-4
Housing Characteristics: 1990
City of Havelock

Total Persons		20,268
Persons in Households	(86.6%)	17,550
Persons Per Household		3.10
Total Households		5,661
Tot. Single Family (Units/Persons in Unit)		4,378/13,556
Tot. Multi-Family (Units/Persons in Unit)		1,293/3,066
Tot. Mobile Home/Trailer (Units/Persons in Unit)		392/832
Total Vacant Units		435
Total Renter Occupied Units		3,972
Total Owner Occupied Units		1,689
Average Rent Asked		$326
Average Price Asked		$61,091

Table 2-5
Craven County
Businesses and Payrolls
1985-1989

Year	Number of Establishments	Annual Payroll
1989	1,745	$347,161,000
1988	1,719	$300,158,000
1987	1,720	$271,681,000
1986	1,553	$227,767,000
1985	1,466	$210,568,000

Table 2-6
County/State Employment Statistics
1986-1990

County/State	Year	Labor Force by Place of Residence	Employed by Place of Residence	Unemployed by Place of Residence	Unemployment Rate (%)
Craven	1986	30,137	28,660	1,477	4.9
	1987	31,003	29,577	1,426	4.6
	1988	31,046	29,928	1,118	3.6
	1989	31,897	30,781	1,116	3.5
	1990	32,287	30,774	1,513	4.7
State	1986	3,177,000	3,008,000	169,000	5.3
	1987	3,276,000	3,130,000	146,000	4.5
	1988	3,319,000	3,199,000	120,000	3.6
	1989	3,391,000	3,272,000	119,000	3.5
	1990	3,401,000	3,262,000	139,000	4.1

Table 2-7

Employment by Place of Work: 1989
Craven County/North Carolina

Employment Sector	Craven County		North Carolina		Ratio (%)
	Employees	% of Total	Employees	% of Total	County/State
Agriculture, Forestry, Fishing	85	0.4	12,571	0.48	0.68
Mining	14	0.1	3,912	0.15	0.36
Construction	1,362	6.4	156,790	6.04	0.87
Manufacturing	5,124	24.3	868,534	33.45	0.59
Transportation & Public Utilities	939	4.4	145,984	5.62	0.64
Wholesale Trade	937	4.4	154,294	5.94	0.61
Retail Trade	5,910	28.0	527,271	20.31	1.12
Finance, Insurance & Real Estate	1,113	5.3	134,832	5.19	0.83
Services	5,472	25.9	573,484	22.09	0.95
Unclassified Establishments	166	0.8	18,640	0.72	0.89
Total	21,122	100.00	2,596,312	100.00	

Table 2-8
1989 & 1990 Travel and Tourism Expenditures
Craven County

Year	Expenditures ($000)	Payroll ($000)	Employment (Persons)	State Tax Receipts ($000)	Local Tax Receipts ($000)
1989	46,630	11,360	890	1,750	760
1990	42,620	9,640	790	1,660	740

Craven County
Travel Expenditures

Year	Expenditures ($000)
1984	26,169
1985	29,207
1986	30,018
1987	40,006
1988	41,142
1989	46,630
1990	42,620

Table 2-9
Retail Sales by Fiscal Year
Craven County

Year	Craven County	Percent Change
1970	$124,433,000	-
	-	160.40%
1980	$324,021,000	-
	-	56.80%
1986	$508,083,000	-
	-	0.96%
1987	$512,962,000	-
	-	3.30%
1988	$530,006,000	-
	-	3.14%
1989	$546,661,000	-
	-	2.12%
1990	$558,266,000	-

Table 2-10

Economic Impact Summary

	Total Expenditures	Total Spent in NC	Percent Spent in NC	Total Spent Quad-County	Percent Spent in Quad-County
SALARIES					
Military	$229,331,500	$229,331,500	100%	$224,268,400	98%
Civilian					
Appropriated	186,046,400	186,046,400	100%	168,876,300	91%
Nonappropriated	6,850,300	6,850,300	100%	6,612,800	97%
PURCHASING AND CONTRACTING	133,189,800	68,660,100	52%	23,707,500	18%
CONSTRUCTION/ MAINTENANCE/SERVICE	29,000,000	14,500,000	50%	6,815,000	24%
ELECTRICITY	13,467,600	13,467,600	100%	13,464,900	99.9%
OFFICIAL TRAVEL	4,100,000	4,100,000	100%	4,015,000	98%
TRAINING	2,897,800	1,257,100	43%	1,116,100	39%
FEDERAL SCHOOL FUNDS	2,237,200	2,237,200	100%	2,156,000	96%
HEALTH AND MEDICAL					
Civilian Health & Medical Program of the Uniformed Services (CHAMPUS)	9,072,200	Unknown		Unknown	
Active Duty Inpatient Care in Civilian Hospitals	251,300	194,900	78%	71,600	28%
Supplemental Care	287,700	287,500	99.9%	205,800	72%
COMBINED FEDERAL CAMPAIGN	350,000	125,600	36%	108,900	31%
NAVY/MARINE CORPS RELIEF SOCIETY	549,700	549,700	100%	538,700	98%
PROJECT EQUAL	2,100	2,100	100%	2,100	100%
TOTAL	$617,633,600	$527,610,000	85%	$451,959,100	73%

Source: 1993 Regional Economic Impact Report, MCAS, Cherry Point

Chapter 3.
Existing Land Use

CHAPTER 3:
Existing Land Use Analysis

Summary of Existing Land Use

A. Introduction

A major element in the formulation of the Land Use Plan Update is an understanding of the land use changes which have taken place over the five year interim. It is important to understand the existing trends and patterns of development when designing new goals, policies and implementation techniques. The future development patterns and growth management strategies for any vacant property or infill development will be greatly influenced by the City's distribution, pattern of development and concentration of existing land uses. The patterns of development are greatly influenced by the Marine Air Station. For example, recent decisions regarding the expansion of the Base have caused the residential market to strengthen due to the influx of marine personnel. The land use impacts caused by the base are the results of the federal government only. The City of Havelock has no say in the development and/or growth of the Base. It should be noted, however, that the City fully and wholeheartedly supports the expansion of the facility. The following section serves to outline eight existing land use patterns: central business district, residential, commercial/industrial, recreational/cultural, transportation, communications/utilities, government/institutional and vacant/undeveloped land.

1. Residential

The land use survey included a count of housing by type within twelve neighborhood study areas. The City consisted of study areas 1 through 9 and its extraterritorial area when housing counts were taken in 1962 and 1974. Expansion of the extraterritorial area after 1974 required adding three neighborhood study areas for the 1986 land use survey. The most recent count retains the twelve areas for comparative analysis of residential development patterns over time.

Eastern sections of the planning area saw the most construction activity. Ninety-seven units were constructed within four active subdivisions in Area 6 (McCotter); followed by Area 8 (Hollywood Boulevard) with 65 new homes added in the South Forest and Foxcroft subdivisions. The Western sections of the planning area saw a total of 93 new housing units in the same period. Wolf Creek subdivision in Area 7 gained 51 homes, followed by 21 new homes in Westbrooke subdivision (Area 12, on 70 West), and another 21 new homes in the Stonebridge Landing development (Area 6, Ketner Heights).

Lot sizes for single-family homes built within active subdivisions vary from 7,000 to 20,000 square feet; all are within the City and are served by public water and sewer systems. New townhouses and apartments built within the last five years have added 199 new housing units to the available housing stock. The preferred design of these homes has been a two or three unit single floor building typical of Village Park and the Witten Circle area. Single-family and multi-family housing developments converted 112 acres of vacant land from 1986 to 1991, averaging a density of 4.0 units per acre.

As was mentioned in the introduction, the recent decision to expand the Marine Facility has caused great demand in the residential sector of land use. Marine personnel movements can cause great fluctuations in the availability of housing stock.

2. Commercial

An additional 18 acres of commercial and office development over the past five years raises the total acreage in this land use category to 296 acres. This figure does not include redeveloped properties.

Some new additions to the retail and service sectors include the expanded mini-storage warehouse along McCotter Boulevard near Brown Boulevard, the Hospitality House located in the same area, and the new Food Lion and Kerr Drug shopping center on the southeastern edge of Havelock. To the north of the City, a new Holiday Inn and Shoney's restaurant joined Westbrooke Shopping Center. As predicted in earlier plans, the area near the intersection of NC 101 and McCotter Boulevard has attracted neighborhood service businesses. A day care center, neighborhood convenience store and service center with video rentals, laundry, pizza shop and mini-storage warehouse have developed there to serve the growing residential areas of East Havelock.

Main Street has also changed since the last land use plan update. The Stallings Brothers Furniture building was lost to fire and the Havelock Drive-In theater was lost to obsolescence. Cherry Plaza has been recently renovated and will be reopened in the near future. Occupancy in this Plaza is currently proposed at a high level.

The Planning Board has expressed concern over an increasing number of older deteriorating commercial buildings. Color slides were taken during the windshield survey to document some of these conditions and to illustrate where redevelopment opportunities are possible.

3. Industrial

Efforts of the Craven County Economic Development Commission and the City to attract new industry are beginning to yield results. R.A. Precision's opening and expansion at the former Blue Bell cut-n-sew operation on Belltown Road and the United Parcel Service distribution center added half of the 12 acres in this category. Jasper Textile Industries, Inc. in the Havelock Industrial Park make up the balance.

4. Recreational and Cultural

The greatest increase in developed acreage came with the development of the City's new 50 acre park located between Roger Bell School and the Havelock Industrial Park. Another 30 acres was needed to develop sites for five new churches in East Havelock.

The proposed Alfred A. Cunningham Museum is scheduled to locate on 67 acres of federal property, used until the mid 1970s as the old flat tops family housing area, opposite the Main Gate. This property is currently open space used informally for outdoor recreation.

5. Transportation, Communications and Utilities

This land use category generally increases in proportion to the amount of land needed for other developed land use categories since it includes street and utility right-of-ways necessary for infrastructure. The amount of land in this category increased from 681 acres to 732 acres, a 6.9 percent change in 5 years.

6. Governmental and Institutional

The new 30 acre Gurganus Elementary School campus northwest of Havelock was the sole addition to this land use category, raising the total for the category to 185 acres, a 19.4 percent increase.

7. Vacant and Undeveloped Land

The following areas are characterized by their lack of substantial development: 1) the Croatan National Forest, 2) restricted wetlands and waters, and 3) other vacant, barren or undeveloped lands.

- Croatan National Forest

  There were no changes in the holdings of the Croatan National Forest over the past five years. A 160 acre exchange of National Forest property located on the southeastern edge of the City and fronting on U.S. 70 was rejected in 1988. According to the District Ranger, the exchange was canceled after concerns were raised about possible negative impacts on wetlands and wildlife habitats within the targeted area.

- Restricted Wetlands and Water Areas

  Approximately 600 acres within the Planning Area (excluding Cherry Point) are located within 100-year floodplain areas as identified on flood insurance rate maps published by the Federal Emergency Management Act.

B. Significant Land and Water Use Compatibility Problems

A land use compatibility problem generally concerns land use types which somehow restrict expansion or additional investment on adjacent properties with other land uses. The elimination of land and water use compatibility problems is a primary goal of the CAMA regulations and guidelines set by the Coastal Resource Commission. The City of Havelock has adopted and incorporated these regulations into its land use policies to ensure consistency while also allowing some local flexibility in determining growth management needs and strategies.

The City still has lands available within its boundaries to sustain modest growth from development The City supports future land development in sensitive areas such as Areas of Environmental Concern as long as such development does not have significant and potentially negative impacts on land, air or water resources. Such policies keep in mind the balance between resource protection and management

and continued economic growth and reflect the general use standards of the North Carolina Administrative Code (as amended).

The Marine Corps Air Station and the Croatan National Forest are critically important national assets requiring wise land stewardship decisions to protect them from costly and inappropriate encroachment by private development. Both the Air Station and the National Forest have undertaken comprehensive planning efforts to protect their varied interests. The City should adopt policies to reinforce their planning efforts and insure an appropriate development pattern. It should be noted, however, that all property and/or uses within these lands are federally regulated and controlled. The City has no authority over "on-base" development or growth.

C. Major Problems from Unplanned Development

- Noise Zones

The construction of new homes within high noise zones and areas with high crash potential has ceased. This is one result of the cooperative efforts between the City and the military to implement one of the primary AICUZ objectives to plan and separate new housing areas and other sensitive land uses for primary aircraft flight zones and high noise areas. The City has acted to develop compatible land uses. These include the new recreation and industrial parks.

- Commercial/Service Core

The commercial/service core of the City has stretched from three to five miles along U.S. 70 since the mid-seventies. In the process its appearance and functional characteristics have improved in several ways. However, East Havelock's lack of common traffic access controls exhibits the plights of a standard strip development. These include traffic congestion and signage clutter.

D. Areas Experiencing or Likely to Experience Major Land Use Changes

An equal concentration on the revitalization of existing older areas of the City and on infill development of new commercial establishments should be promoted to provide for an equitable distribution of construction and economic activity. Plans for strategic development should be drafted, supported, and implemented to ensure this balance.

Any future annexation contemplated by the City Council will involve planning for the development of these areas to ensure growth compatible with the City proper. It is the policy of the City of Havelock to balance the costs and impacts of these land use decisions to the benefit of the general health, safety and welfare of the City's citizens.

Should the next 5 to 10 years see the City undertake annexation and extension of wastewater collection mains northwestwardly to serve existing developments, additional areas near the new Gurganus Elementary School grounds and Greenfield Boulevard area will likely see residential development

proposals. Active subdivision within the City limits such as Stonebridge Landing and Wolf Creek will continue to construct homes. The opening of the new back gate to Cherry Point and the potential creation of an interchange with the Havelock Bypass would bring significant development pressures to those areas and nearby lands further to the north of the City. A Community Design Plan is currently being drafted for the City. This plan will define more specific land use, traffic circulation patterns, and urban design plans for the area. The pending update of the Thoroughfare Plan and expected assistance for the N.C. State School of Design in drafting the Community Design Plan will provide a timely opportunity to examine the growth patterns currently affecting the City.

The development of the Havelock By-pass would bring the greatest changes to the planning area. The Land Classification Map suggests a possible location for a connection with McCotter Boulevard. This plan offers the opportunity to construct a planned chopping center of office park at the southern gateway of the City. Wetland restriction and unique wildlife habitat in the vicinity may preclude such a plan. The Air Museum and private redevelopment of the older commercial properties near the center of town will likely bring a substantially new face to those areas.

City of Havelock
Building Permits Issued from 1987-1992

Year	Type of Structure				Total
	Residential			Non-residential	
	Single Family	Multi-family	Commercial		
1987	85	21	13	39	158
1988	25	10	16	45	96
1989	27	3	12	42	84
1990	26	5	14	36	81
1991	36	10	4	44	94
1992	54	10	3	49	116
Total	253	59	62	255	629

Chapter 4.
Review of Current Plans

CHAPTER 4:
Review of Current Plans, Policies and Regulations

I. Local Plans, Policy Studies, and Regulations

The following plans, policy studies and regulations have been adopted by the City of Havelock since 1971:

A. CAMA Land Use Plan, City of Havelock, 1976

This document was the initial land use plan under CAMA regulations for Havelock.

B. CAMA Land Use Plan Update, City of Havelock, 1981

This document was the first revision of the 1976 Land Use Plan.

C. CAMA Land Use Plan Update, City of Havelock, 1987

This document is the most recent CAMA Land Use Plan update.

D. Environmental Scan 2001: Previewing Our Future, October 1988

Published by the Neuse River Council of Governments, this document is a comprehensive study of Craven County, which identified key demographic, economic, and physical characteristics and trends leading to the identification of key issues chosen by the Executive Committee of 2001 to focus improvement efforts.

E. Regional Directions, Economic Trends in North Carolina, December 1990.

Produced by the Office of Policy and Planning, North Carolina Department of Administration, this document is a view of the long-term changes in economic and development trends within North Carolina and its regions. The economic trends affecting Region P are described.

F. Craven County Land Use Plan Update, March 1988.

The plan includes all lands adjacent to the City of Havelock's planning jurisdiction along US 70 and NC 101 as "transition" under the Land Classification system is the most significant change in the County's 1982 Land Use Plan concerning Havelock. Some of those areas were shown as "community" under the earlier plan.

G. Craven Community College Long Range Facilities Plan, June 1991.

This plan, adopted by the College's Board of Trustees, proposes development of the Havelock Campus of Craven Community College. The $2.5 million project will be located on a planned 8 acre site on the south side of the new Gurganus Elementary School campus.

H. City of Havelock Annexation Report, April 1992.

The Report identifies 8 areas for possible future annexation: Bell Town Road, Indian Hills I and II, Greenfield Heights and US 70, Westbrook, Lynnwayne Circle, Ketner Heights, and Hollywood Boulevard. Capital expenses of $3.7 million, mostly sewer improvements, were estimated to serve 70 businesses and 2,060 people.

I. City of Havelock Planning Conference, August 30, 1991.

This report served as a briefing book and outline for discussion for the City Board of Commissioners, City Manager, and department heads during the annual Planning Conference. Previous City efforts and plans for meeting future capital and operating needs of the City were presented. The document represents the beginning of a public facilities and services planning effort.

J. Comprehensive Annual Financial Report, City of Havelock, ending June 30, 1991.

The report was prepared by the City's Finance Department, which includes the independent auditor's report of the City's general purpose financial statements.

K. Flood Damage Prevention Ordinance, April, 1987

The City moved from the Emergency Phase to the Regular Phase of the Federal Flood Insurance Program. The ordinance is administered by the Department of Planning and Inspections.

L. Minimum Housing Code, October, 1981

The City adopted a minimum housing code similar to the North Carolina Model Minimum Housing Code prepared by the N.C. League of Municipalities (1978). The Building Inspections Department of the City enforces this code.

M. Air Installation Compatible Use Zone (AICUZ) Plan, 1975, update 1981

In the 1981 update of this plan, more accurate determinations of potentially impacted areas were made, resulting in changes in the City's zoning ordinance.

N. Land and Resource Management Plan: Croatan and Uwharrie National Forests 1986-2000, National Forest Service, May 1986.

This comprehensive management plan designates forestry land management practices for National Forest lands including those in Havelock's planning jurisdiction.

O. Zoning Ordinance

A zoning ordinance for the City of Havelock was amended in 1985 to add the R-7 MH, Mobile Home Subdivision section. Other recent amendments to the zoning ordinance include an amendment to Article III, Section 1 in 1986, requiring off-street parking areas for non-residential uses.

P. Street Addressing Ordinance, January, 1992

A street addressing ordinance was adopted on January 31, 1992 as part of the City's commitment to the County-wide E911 Emergency Response Communications System.

Q. Capital Reserve Fund Ordinances

The Capital Reserve Fund Ordinances for Water System and Wastewater Treatment Plant Expansion originally adopted for five years on June 25, 1984 were amended on July 1, 1989 to extend another five years. These enterprise funds are fiscally sound and provide monies for future improvements to these systems to meet growth demands and capital expenses associated with ever changing environmental standards.

R. Craven County, NC Hurricane Evacuation, Hazard Mitigation and Post Disaster Reconstruction Plan, George Eighler & Associates, Inc., June 1984.

This plan was prepared using the process outlined in Before the Storm - Managing Development to Reduce Hurricane Damages, August 1984 by McElyea, et al. It includes recommended policies and implementation techniques for Craven County including Township 6.

S. Standard Design Criteria and Operating Procedures, Moore-Gardner & Associates

Adopted by the Havelock Board of Commissioners on January 10, 1983, this document includes provisions requiring temporary and permanent erosion control measures in accordance with approved erosion control plans.

T. Thoroughfare Plan, Havelock, NC, 1977

This plan delineates a coordinated network of streets to serve as a guide for the future development of Havelock's street system.

U. 201 Wastewater Facilities Plan, Moore-Gardner & Associates, June 1979

This document outlines the allocated costs of maintenance, operation and routine replacement of Havelock's wastewater facility.

V. Subdivision Ordinance, City of Havelock

This Plan outlines requirements for design/development of subdivisions within the City proper.

II. State Agency Plans

A. Transportation Improvement Program, 1988-1996

Prepared by the NC Department of Transportation, this document outlines the statewide schedule of road improvements to be completed by the year 1996. Improvements listed for the City of Havelock include the planning and construction of the Havelock By-pass.

B. CAMA Permitting Process

The CAMA minor permitting process is enforced and administrated by Craven County. This ordinance regulates development within designated Areas of Environmental Concern.

III. Federal Regulations

A. 404 Wetlands Regulations

The City recognizes the importance of protecting environmentally sensitive areas, which includes those lands designated as wetlands by the U.S. Army Corps of Engineers. It is the policy of the City that all development within these areas conform to federal and state regulations and ordinances regarding development.

Summary

The land classification policies of Chapter VIII of this document are written in order to harmonize with existing regulations and policies regarding land use. Reference to these land classification policies is suggested while reviewing and updating the existing land use policies.

Chapter 5.
Constraints: Land Suitability

CHAPTER 5:
Constraints: Land Suitability

The following section analyzes the general suitability of the undeveloped lands in the City of Havelock and its surrounding extra-territorial jurisdiction. The accompanying maps illustrate the location of the potential constraints to land suitability. The categories include:

> 1) *Physical Limitations for Development including natural and man-made hazard areas, areas with soil limitations, sources and estimated quantity and quality of water supply, and areas containing excessive (>12%) slopes.*
>
> 2) *Fragile Areas including estuarine waters and estuarine shorelines, public trust waters, 404 wetlands, areas identified by the North Carolina Natural Heritage Program and other areas containing fragile resources not covered by a specific regulation.*
>
> 3) *Areas with Resource Potential containing productive agricultural, forest, and fish/gamelands and other non-intensive outdoor recreation lands.*

Much of the information contained in this chapter has remained unchanged since the 1986 Plan due to the relative stability of geologic features and resources. The information has been thoroughly verified in all cases, and updated when necessary. Policies related to the hazard areas are contained in the Policy Chapter under Section E (Coastal Storm Hazard Mitigation Planning Activities and Studies).

I. Physical Limitations For Development

A. Hazard Areas

1. Natural Hazards

The flood insurance rate maps (FIRMs) as dictated and outlined by the Federal Emergency Management Agency (FEMA) indicate that several areas within Havelock are classified as Zone A. This classification designates areas which are subject to inundation by a flood with a frequency of 100-years. The dominant source of flooding is caused by storm surge and riverine flooding, according to the Flood Insurance Study (September 23, 1985). There are no areas within the Zone C or Zone V classification. These are areas subject to flooding at a frequency of 500 years and areas subject to coastal erosion caused by intense wave action, respectively.

The City contains five areas which are subject to hazardous flooding as classified under Zone A. Storm surge affects Slocum Creek, the Southwest prong of Slocum Creek and Hancock Creek; riverine flooding from heavy rainfall occurs on the East prong of Slocum Creek and the tributary Joe's Branch, the Southwest prong of Slocum Creek, and Tucker Creek. Overdevelopment in these areas may be costly either to human welfare or existing development.

The flood insurance maps do not reflect localized flooding problem areas caused by rain storms, poor drainage, drainage obstructions and level terrain. The Department of Planning and Inspections is responsible for enforcement of the Flood Damage Prevention Ordinance. The ordinance regulates fill and building activities within identified flood plains

2. Man-Made Hazards

Currently the primary man-made hazard located within the City are related to aircraft noise and aircraft crash hazards from the Cherry Point military base. An update of the 1981 Air Installation Compatible Use Zone (AICUZ) study is expected in 1993. The current overlay zoning ordinance and map and policies dealing with incompatible development activities will need to be reviewed and updated. It is likely that the noise and accident potential zones have changed since the last AICUZ study, due to aircraft mission adjustments since 1981.

B. Areas with Soil Limitations

The U.S. Soil Conservation Service published detailed soils maps for Craven County and the Havelock area in August 1973. Most of the 39 soil mapping units exhibited severe restrictions for septic tanks because of wetness hazards or high ground water levels. The soils falling into this limited development classification are listed in the Craven County Soils Survey.

The City of Havelock requires homes and businesses inside the City limits to be connected to the City sewer system. Poor drainage and septic tank problems have limited development of new subdivisions northwest of the west prong of Slocum Creek, an area having high ground water and lacking sufficient natural slopes. A more extensive discussion of soil limitations on septic tank use in the Havelock area may be found in the 201 Wastewater Facilities Plan (Moore, Gardner, and Associates, 1976, as amended).

C. Sources and Estimated Quantity and Quality of Water Supply

Havelock currently obtains its potable water from the Yorktown Aquifer Formation, with wells and treatment plants at Lynnwayne Circle and Brown Boulevard. Protection from development, improvement, and expansion of the City's public water system is a high priority concern of the Board of Commissioners and Planning Board.

D. Areas Where the Predominant Slope Exceeds 12 Percent

Havelock currently contains only minor areas containing slopes of 12% or greater. These areas are isolated areas near Slocum Creek and the east and west prongs of Slocum Creek. Development of these areas will be monitored through building permit and sedimentation control plan reviews by the Department of Planning and Inspections. At this time, the City does not foresee the need for bulkhead construction or other slope stabilization measures beyond the requirements set forth by the adopted ordinances.

II. Fragile Areas

Fragile areas may be defined as areas which could sustain considerable damage from unplanned or otherwise inappropriate development. There are four defined fragile areas existing in Havelock. They include: 1) Public Trust Waters, 2) Coastal Wetlands, 3) Estuarine Waters and 4) Estuarine Shorelines. These areas are considered to be among the most productive natural environments within Havelock. There are no ocean hazard AEC areas in Havelock. The preservation and protection of the estuarine waters and adjacent shorelines are strictly regulated both by established Federal and State guidelines as well as the policy statement specified in this document. Please refer to Section A of Chapter VIII of this document for a comprehensive review of the fragile areas listed above.

3. Other Natural Resource Designations

Natural resource designations falling under this category include 404 Wetlands regulations as identified by the Fish and Wildlife National Wetlands Inventory and the Threatened and Endangered Species Profiles.

Coastal or 404 wetlands are salt marshes or other regularly flooded marsh areas containing predescribed plant species such as cat-tail, bulrush, and cord grass. Shorelines along Slocum and Tucker Creeks have characteristic coastal wetland plant species. Recently, the Division of Marine Fisheries designated portions of both creeks as Primary Nursery Areas.

There are fragile natural areas within the Croatan National Forest and in the remaining bottom land hardwood swamps of Slocum Creek and Hancock Creek. Within these areas, three threatened or endangered animal species have been identified: the red-cockaded woodpecker, the American alligator, and the Neuse River waterdog. Further information on these species may be found in the Threatened and Endangered Species Profiles of North Carolina.

B. Cultural Resource Fragile Areas

Information on historic and cultural resources in the City of Havelock is being sent from the North Carolina Department of Cultural Resources. Such resources are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

III. Areas With Resource Potential

A. Productive and Unique Agricultural Lands

There were no farming activities noted within Havelock's planning area in the 1986 land use survey. Policies concerning productive agricultural lands are not necessary at this time. The City does, however, feel the need to provide policy direction on this subject in the event annexation may result in farmlands falling under City jurisdiction.

B. Forest Lands

The City of Havelock borders the Croatan National Forest, which contains significant areas of prime forest land. The proper management of these forest areas is critical to the economic well-being of the City. The management plan for the forest considers the conservation of special and unique habitats.

C. Productive Water Resources

There are currently no commercial fishing operations of any type within the Havelock planning area. In the event of commercial and/or recreational fishing occurring in significant quantities, the City shall support any and all applicable Federal, State and Local regulations in an effort to preserve the sensitive environmental resource base.

D. Primary and Secondary Nursery Areas

The Division of Marine Fisheries designated portions of Slocum and Tucker Creeks as Primary Nursery Areas for certain finfish and shellfish species that are dependent on abundant organisms within these nearby coastal wetlands. Specific information indicating exact location of these water bodies may be found in the North Carolina Fisheries Rules for Coastal Waters (current issue).

E. Mining Lands

The City of Havelock contains no deposits of sufficient size for commercial mining operations.

Chapter 6.
Constraints: Carrying Capacity Analysis

CHAPTER 6:
Constraints: Carrying Capacity Analysis

To assist the City of Havelock in determining its present ability to provide basic community services, to anticipate future demand, and to identify deficiencies which will need attention, an examination of the following indicators has been undertaken.

1. Water Treatment and Distribution

The most recent addition to the City's water treatment system was a new treatment plant near Brown Boulevard, completed in 1990. This plant added pumps, water lines and a 1,000,000 gallon underground storage tank to the existing 400,000 gallon elevated tank capacity.

As of June 30, 1991, the City's water system was characterized by the following:

Miles of water main:	56.61
Number of service connections:	3,436
Number of fire hydrants:	351
Daily average consumption in gallons:	1,073,000
Maximum daily capacity of plant in gallons:	2,625,000

2. Sewage Treatment Plant

The City of Havelock owns and operates a 2.25 million gallon per day hydraulic capacity nitrification wastewater treatment plant. The daily average treatment is roughly 986,400 gallons, serving 3,302 customers on 49.91 miles of sanitary sewer lines. Current discharge limits of 1.5 million gallons per day are established by the N.C. Division of Environmental Management (DEM). The City has requested a variance of its NPDES discharge permit renewal from DEM to increase its discharge to Slocum Creek to 2.25 million gallons per day under more stringent ammonia and phosphate limitations.

3. Solid Waste

Since November of 1991, the City only handles yard trimmings, used furniture and used appliances. A contract was established with the Craven County landfill and private haulers (ARS) to take care of all other solid waste. The City deposits the furniture and appliances at a transfer station located between Havelock and New Bern (outside the City limits), and deposits the yard trimmings at a composting site in New Bern.

The Craven County landfill, which has an unrestricted permit life, has an actual life of 13 years. The facility uses scales to estimate daily landfill tonnage, and uses private and public haulers to collect solid waste from the County. Waste generated at Cherry Point MCAS is transported to the Craven landfill and accounts for approximately 9 percent of total solid wastes in Craven County.

4. Schools

Havelock schools are part of the Craven County school system. All schools listed below are within the corporate limits of Havelock.

School	Enrollment	Grade
Graham A. Barden Elementary School	534	K-5
Havelock Elementary School	413	K-5
Rodger Bell Elementary School	527	K-5
W. Jessie Gurganus Elementary School	539	K-5
Arthur W. Edwards Elementary School	737	K-5
Havelock Middle School	1156	6-8
Havelock High School	1139	9-12

5. Library

The Havelock-Craven County Library is located within the corporate limits of the City. This facility is a branch of the County Library system based in New Bern. The New Bern facility has recently undergone improvements.

6. Police, Fire and Rescue Services

Havelock currently maintains a Police force of twenty-one sworn full-time officers and six part time officers including the Police Chief. The Department supports seven civilian employees including the Animal Control officer and support staff.

The City operates one volunteer fire station staffed by approximately 27 firefighters. The equipment is believed to be in adequate condition with some updating required in the near future.

Rescue Squad services are provided by seven location dispersed throughout the City and County. Six of the seven are staffed by paid rescue workers. The facilities are located in Havelock New Bern, Bridgeton, James City, Fort Barnwell, Cove City, and Vanceboro. The Craven Regional Medical Center supports the only volunteer Emergency Medical Service. The City and County have installed a "911 enhanced" version. This system is served by one centralized system which utilizes back-up computers in New Bern, Havelock, and Craven.

7. Primary Roads

U.S. 70 between Havelock and New Bern is a part of a major transportation corridor to the Atlantic Coast and to Raleigh. U.S. 17 is the major corridor north to Virginia and south to Jacksonville, Camp Lejeune, Wilmington and to South Carolina.

8. General Transportation Systems

The Craven County Regional Airport, located in New Bern, is the nearest commercial airport to Havelock. Craven County has no passenger rail service, but the area does rely upon railroads for the movement of freight. Bus service in Havelock is provided by the Trailways Bus Service and Seashore Trailway Service; 12 taxicabs operate in the Havelock area.

Chapter 7.
Estimated Demand

CHAPTER 7:
Estimated Demand

Population Growth and Impacts on Community Facilities

The section in Chapter II under the title "Present Conditions: Population and Economy" contains an analysis of the existing population counts and population projection based on the 1990 Census data. The 1990 Census indicates a population of 20,268 persons for the City. Population projections to the year 2000 indicate an increase to approximately 23,820 persons.

Services in the City of Havelock are generally adequate to handle the needs of the current population. However, plans to upgrade existing capacities to ensure an adequate carrying capacity for any future increase in population are listed below for each public service, if applicable.

1. Water Treatment and Distribution

The number of customers serviced by the City's water treatment facility grew from 2,693 persons in June 1986 to 3,436 persons in June 1991, an increase of 743 persons (27% increase). Despite the new treatment plant near Brown Boulevard to accommodate these increases and upgrade the system in general, the City plans more improvements in the coming five years. These improvements include the expansion of water mains and fire hydrants installations and funding an elevated storage tank at the Industrial Park to supplement water pressure for additional manufacturing sites.

The current system has sufficient capacity to accept the projected modest growth of 500 housing units during the next ten years plus 136 new customers from projected annexations, approximately 650,000 gallons per day total increase. This projected increase would still leave an estimated 1,000,000 gallons per day left for use.

2. Sewage Treatment Plant

Future wastewater treatment plant expansion plans include increased efforts to comply with phosphorus removal and increasing the discharge limitation to 1.9 million gallons per day. These plans, along with the construction of a new outfall line to the Neuse River to meet with requirements, could exceed a cost of $6 million. Should the N.C. Division of Environmental Management not change its requirement for the City's wastewater to discharge into the Neuse River, the City will pursue an agreement whereby its treated waste will be pumped to the Cherry Point military base's treatment plant, where a common force main to the Neuse River may be utilized instead of a separate line. Future annexations and support of modest growth in Havelock will be affected by the outcome of this proposal.

Financially, the City has maintained and expanded its wastewater treatment plant with its Capital Reserve Fund and Enterprise Fund Revenues without heavy reliance on General Fund contributions. Should the above major expenditures be required, the City will need to consider various additional

6. Police, Fire and Rescue Squad Services

Existing police, fire and rescue services are believed to be inadequate for the next five years assuming the anticipated MCAS expansion takes place as planned. The Police Department foresees the need for an additional five full-time sworn officers. With the addition of this personnel, the Department will also need five, fully equipped cruisers and two civilian support staff. The Rescue Department is sufficiently outfitted with equipment, however, and additional Emergency Medical Technician-Intervenous (EMTI) will most likely be necessary. The Fire Department will require an additional pumper and substation assuming the increase in growth occurs as expected.

7. Transportation

Projects listed in the State Transportation Improvement Program (TIP) for the Havelock area in the next five years include nine miles of a four land divided highway on the Havelock Bypass (U.S. 70) and pavement improvements on SR 1149 from New Bern to the Slocum Creek Bridge at Havelock. The City should examine and update its Thoroughfare Plan to assure adequacy of facilities within the City and surrounding areas.

Chapter 8.
Goals, Objectives and Policies

CHAPTER 8:
Goals, Objectives and Policy Statements

Introduction

Havelock's Land Use Plan is intended to be an expression of what the community wants to be and how it wants to appear. Simply stated, it is both a "vision for our future" and a means of achieving that vision. The foundation of the Land Use Plan Update is its commonly-held goals and objectives for the City. Since all future land use decisions will rest on this foundation, it is important these goals be clear, comprehensive, and reflective of the community's desires and the State's legislative requirements. In turn, these goals and objectives have been developed into statements of planning policy addressing the specific land use issues which will affect Havelock during the upcoming ten year planning period.

In preparing the Land Use Plan Update, the elected leaders of the City believe that when establishing and adopting these policy statements regarding land use, the environment and growth management are the most important parts of the planning process. In arriving at the recommended set of policies, the Planning Board was responsible for resolving many conflicting issues and balancing the land planning objectives of the citizens with those mandated by State and Federal guidelines. Further, great care has been taken to be responsive to the needs of the Coastal Resource Commission and, specifically, the legislative guidelines of the Coastal Area Management Act.

Policy Guidelines and CAMA Study Process

To assist in organizing and presenting the Plan's policy statements, the City has adopted the Coastal Resource Commission's generalized topical categories. These categories provide an excellent model for addressing areas of both local and State concerns while providing Havelock with broad flexibility in placing priorities on local land use issues. At the same time, all policies adopted by Havelock into the 1992 Land Use Plan must be consistent with the overall coastal policy adopted by the Coastal Resources Commission.

The City's major land use and development policies are organized into the following five policy categories consistent with current CAMA statutes:

A. Resource Protection
B. Resource Production and Management
C. Economic and Community Development
D. Public Participation
E. Storm Hazard Mitigation and Recovery

To the greatest extent possible, the City has made every effort to ensure that there is consistency among individual policies developed in each policy category. However, many individual policy categories have overlapping, and potentially competing, impacts on other adopted policies. The Planning Board

has given particular attention to individual policies in the resource protection, resource production and management, and economic and community development categories. For each of the five major planning issue categories subject to policy guidance, as outlined in T15A:07B .0203 of the State Code, the study process for the 1992 Land Use Plan has thoroughly examined the following considerations:

- **the scope and importance of the land use issue as related to Havelock;**

  In defining relevant land use issues, the Planning Board, in conjunction with the public participation process and citizen groups, examined those priority issues which will affect Havelock during the upcoming 10 year planning period.

- **the range of alternative goals, objectives and policies which might be applicable when addressing the particular land use issue;**

  As the City considered potential policy options for each planning issue category, alternative scenarios and the impact of their outcomes were discussed based upon traditional and contemporary approaches to addressing public policy issues. The analysis of existing land use conditions, economic and population projections, and environmental considerations aided in formulating these options. The cost/benefit of policy impacts on the City, including cost of providing services and increased revenues generated from development, were analyzed. Further, the short and long range impacts of City-wide social, political and environmental implications of policy alternatives were closely weighed. Those policy alternatives found to be incompatible with the City's overall planning goals and objectives have been eliminated from further consideration.

- **the specific policy deemed appropriate by the City for adoption into the 1992 Land Use Plan;**

  The City's final selection and adoption of land use policies were based upon an extensive land use and economic data analysis as well as a full examination of the best possible alternative for each land use issue. These policy choices are set forth in the following sections of this chapter. The Planning Board has found that the recommended policies are reasonable and achievable by the City government and are sensitive to the fiscal constraints and the City's administrative system which will be in place for the 10 year planning period.

- **recommended implementation strategies to ensure that the adopted land use policy can be placed into effect through reasonable actions by the public and/or private sectors.**

  In this document, the City presents the desired strategies and methods for achieving the policies which have been adopted for the five major land use issue

categories. In addition, the following sections of this document address the methods by which Havelock intends to implement the adopted policy choices.

Consideration of Policy Alternatives and Policy Implementation Method

Based on Coastal Resource Commission study requirements, a wide range of land use policy options have been evaluated in order to ensure that any given issue has been fully explored. This process began with a detailed examination of past planning policies by the Planning Board. A public participation process was conducted to create the forum for the input of all Havelock citizens. Extensive public meetings and work sessions focused on defining the range of options from which an optimal policy on given issues could be drawn.

At the conclusion of each of the following policy sections, there is a description of those policies considered during the planning process, but which have been eliminated. Those policies which have been stricken from consideration, in some instances, may be revisited at some future point in time. Other eliminated policies, after thorough examination within the context of the locality, were found to be inconsistent with CRC, State and Federal planning requirements.

In a number of cases, specific policies were not pursued because of their incompatibility with the current trends in the City. Such policies usually involved the Board making a choice between perceived conflicts in (1) fully respecting "private property rights" and (2) imposing "too much government" on the people. Such conflicts take many forms when striving to establish a unified and comprehensive "vision" for the City's future. There are those who promote expansive economic development without regard for the environment. On the other hand, environmental activists oftentimes promote "no growth" agendas under the veiled guise of ecological propriety. Further, public policy debates occasionally pit the interests of opposing social, economic and governmental factions. These debates exist in every community which has ever undertaken a land use plan. Case history shows that, in most instances, there is no "right answer," but, rather, far too frequently policies lean towards convenient, short-term political answers that are responsive to the most vocal of prevailing constituent interests. This is not the proper way to plan for Havelock's future.

In the 1992 Land Use Plan Update, the Planning Board has sought to resolve the complex issues in a dignified fashion, while maintaining the central belief that Havelock has a strong and competent local governmental structure. This structure is founded on political and economic thought driven by the expressed needs of the local constituents. This philosophical base fully respects State and Federal statutes related to land development and the environment. The City promotes a pro-active land planning stance by taking the lead in guiding and managing local land use activities. Havelock currently employs zoning and subdivision ordinances which are designed to improve the health, safety and general welfare of the citizenry. These ordinances are designed to avoid unreasonable restrictions on personal property while establishing clear guidelines for growth.

The City Council, in concert with input from the City Staff, has outlined a recommended method for the implementation of the following adopted policies. Since the implementation of many policies

involve the pursuit, approval, and allocation of public funding, continued scheduling refinements, including the possible elimination of some implementation objectives, may be required. Further, certain implementation tasks and strategies outlined herein are considered to be "ongoing and continued actions" for which no specific timeframe for execution is required for adoption. In general terms, the City Council will use the policy statements as one of the bases for decision-making when land development, conservation and utilization requests are made. The City will continue to utilized and enforce existing regulations and ordinances which apply to land development and will ensure compatibility of the Land Use Plan with these documents.

Recommended Planning Policies for Havelock

A. Resource Protection Goals, Objectives and Policies

In establishing goals and policies related to resource protection, Havelock has thoroughly examined the various Areas of Environmental Concern (AECs) located within its jurisdiction and has classified the categories of land uses which are appropriate for the City. For each class of land use, the Plan Update has carefully considered the specific rationale and reasons for the recommended land uses. There are no Outstanding Resources Waters (ORWs) in the estuarine system AECs of the City of Havelock, nor are there any ocean hazard AECs.

In establishing the following goals, the physical constraints to land development in the City have been analyzed pursuant to T15A: 07B .0202(c) of the Coastal Area Management Act. Further, uses for areas with cultural and historic value have been analyzed to determine what will be the benefits and/or liabilities which will accrue to the City and its citizens by either encouraging the development or preservation of these areas.

The City of Havelock contains four Areas of Environmental Concern in its estuarine system, which are categorized as Public Trust Waters, Coastal Wetlands, Estuarine Waters and Estuarine Shorelines. *Public Trust Waters* are defined as all publicly or state-owned land covered by tidal waters, as well as navigable waters on non-tidal lands. Public trust rights in regards to these waters include the right to navigate, swim, hunt, fish and enjoy other recreational activities, and also to freely use and access public beach areas and shorelines. *Coastal Wetlands* are defined as "any salt marsh or other marsh subject to regular or occasional flooding by tides, including wind tides (whether or not the tide waters reach the marshland areas through natural or artificial watercourses), provided this shall not include hurricane or tropical storm tides." (NCAC T15A:07H .0205) *Estuarine Waters* are defined in G.S. 113A-113 (b) (2) as "all the water of the Atlantic Ocean within the boundary of North Carolina and all the waters of the bays, sounds, rivers, and tributaries thereto seaward of the dividing line between coastal fishing waters and inland fishing waters, as set forth in an agreement adopted by the Wildlife Resources Commission and the Department of Natural Resources and Community Development." The *Estuarine Shoreline* encompasses the area landward along the estuaries, bays, sound and other brackish waters for a distance of 75 feet from the mean high water level. It is a policy of the State to conserve and protect water systems for the benefit of the public.

The Areas of Environmental Concern are listed as follows:

Public Trust Waters:

- *The Neuse River*
- *Slocum Creek*
- *Tucker Creek*
- *Hancock Creek*

B3. **Support, encourage and protect the City's commercial and recreational fishing and other water-based resources and production activities.**

a. Commercial and recreational fishing resources and production activities, including nursery and habitat areas, and trawling activities in estuarine waters, are recognized as contributors to the economy of Havelock.

b. The consideration of detailed policies, strategies and implementation programs designed to protect and enhance commercial and recreational fishing activities in the Trent and Neuse Rivers, as well as related tributaries, should be actively pursued by the City.

c. The City may initiate studies which consider appropriate marina siting criteria which serve to maintain and protect important nursery areas. These criteria are outlined in the Resource Protection section.

d. The City should actively support State efforts to reduce nutrient loading in the surrounding surface waters, which include consideration of more stringent restrictions on nitrogen discharges and enhanced regulations controlling the disposal of animal wastes.

e. Continue to support and amend regulations which create incentives for private development to preserve areas adjoining Primary and Secondary Nursery Areas.

f. Utilize applicable plans and/or ordinances to review the need for the most appropriate location of additional public river access sites in the City.

g. Utilize the Land Classification System to recognize and establish minimum protective buffers along waterways where adjacent lands have soils and development constraints which create adverse environmental impacts.

h. In order to encourage the productivity of Havelock aquiculture, studies should be initiated which examine opportunities for locally initiated land development guidelines for freshwater runoff and fecal coliform pollution in order to reduce the detrimental impacts on the City's estuarine waters.

Other Resource Production and Management Policies for Havelock.

Pursuant to CAMA planning guidelines for Resource Production and Management Policies, certain additional issues must be addressed in the mandatory CRC approval process for the Land Use Plan Update. Some of the following policies have lower priorities than those hereinabove described due to the geographic location of Havelock relative to some of the other areas within the province of

the Coastal Resource Commission. Notwithstanding, the following policies are deemed important to Havelock and are adopted into the Resource Production and Management policies of the community.

B4. Mineral production areas

Currently, policies directed at mineral production do not apply to Havelock.

B5. Off-road vehicles

The City supports existing policies and/or regulations directed at the management of off-road vehicles on public land. The existing policies are dictated by the National Forestry and Wildlife Commission, and as stated, the City fully complies and supports these policies. The City does not have policies directed at regulating off-road vehicles.

B6. Residential, commercial and industrial land development impacts on any resources

The relevant policies related to land development impacts on natural resources are fully addressed in the Resource Protection section of this chapter.

Policy alternatives eliminated during the planning process:

The following alternatives were discussed but not pursued during the drafting of the policies within this section:

- *Methods for improving tourism were not seen as important elements of this plan. New methods, therefore were not developed at this time.*

- *Specific methods for developing marina siting criteria were not developed beyond the current State and Federal standards.*

Schedule for policy implementation by City:

The Planning Board, in concert with input from the City Staff and City Board of Commissioners, shall outline a schedule for the implementation of the above policies.

C. Economic and Community Development Goals, Objectives and Policies

Havelock strongly supports the ongoing implementation of responsible economic and community development projects throughout the area. Further, in light of the current economic downturn in the national and regional economy, the City's encouragement and active support of local employment generating land uses are considered to be an important goal of the 1992 Land Use Plan Update. The Havelock Zoning Ordinance establishes the types of development that are encouraged and permitted within its planning jurisdiction. The City is in the process of drafting a Community Design Plan which will assist in design and management factors associated with controlling strip development and correct transportation patterns in light of the planned bypass construction.

C1. General City goal for economic development:

The City encourages and supports all types of economic development land uses which are in accordance with all applicable ordinances and which can be shown to complement, and not adversely impact, the existing demographic, economic and environmental base within Havelock.

C2. General City commitment to provision of supporting services to economic development:

The City is committed to providing appropriate levels of public services, facilities and infrastructure in the City, in support of economically and environmentally viable commercial and industrial development. As part of the recent annexation plan, the city will provide public infrastructure improvements in accordance with existing City ordinances and the policies of the North Carolina General Statutes. The City is pursuing loan and grant programs from State and Federal agencies to be used for public service expansion. Havelock also supports the City and County Economic Development Commissions.

C3. General locational characteristics for economic development activities, including redevelopment:

a. Encourage location of new commercial/retail uses in vacant commercial buildings Downtown.

b. Encourage new residential, commercial and recreational development to take the form of infill in the Downtown area as prescribed by the Subdivision and zoning ordinances.

c. Promote funding for Downtown revitalization and implementation in an effort to attract new development to the Central Business District.

d. Promote funding for neighborhood revitalization and implementation.

e. Apply for funding for local housing improvements under the Community Development Block Grant program. Attempt to expand the local contribution to increase the competitiveness of the application.

f. Make use of the HUD sponsored programs and other programs funded through the North Carolina Housing Finance Agency (NCHFA) which are used to upgrade existing neighborhoods.

g. Continue to support and fund development of affordable housing in the Havelock area.

h. Pursue the establishment of a local non-profit housing development corporation that would assist in the rehabilitation and new construction of affordable housing units within older neighborhoods.

i. Continue to encourage a variety of choice in existing neighborhoods through a balance of preservation, rehabilitation and new development.

j. Continue to ensure enforcement of housing construction and maintenance codes. Explore alternatives to demolition of substandard housing.

k. The City emphasizes the importance of locating new economic development in and around the existing urban area where public infrastructure and acceptable transportation systems already exist or where such infrastructure and systems can be reasonably extended.

l. The City places priority on encouraging new economic development which provides employment-intensive opportunities for the local work force, and offers viable job opportunities for the youth and unemployed of Havelock.

m. The City encourages the redevelopment and revitalization of existing underutilized industrially and commercially developed areas, placing an emphasis on (1) improving those areas which currently exhibit deleterious environmental and visual impacts, and (2) increasing development densities on properties which are capable of supporting higher land use intensities without being deleterious to the environment and public infrastructure. In an effort to achieve these goals, the City will, when possible, maintain active contact with absentee land owners.

n. Evaluate and amend current subdivision regulations to provide incentives for the creation of pedestrian linkages between residential and non-residential

developments such as walkways and bicycle paths as a means of encouraging alternative modes of transportation.

C4. Commitment to jurisdictional, regional, State and Federal economic development activities:

a. The City will provide leadership for commercial and industrial growth by supporting local, regional and State public interest groups concerned with economic development.

b. Continue to support the Chamber of Commerce in their efforts to market the City's retail and industrial sites.

c. Examine possible development opportunities within the Extra-Territorial Jurisdiction. Study opportunities for potential future annexation. Continue to utilize the Annexation Plan in conjunction with the land development master scheme as shown on the Land Classification Map. Pursue expansion of existing Extra-Territorial Jurisdiction based on development trends.

d. Continue to support and provide public information pertaining to groups such as the Albemarle Commission, the Regional Development Institute, and the Small Business Institute at East Carolina University, which provide assistance to economic development projects.

e. The City remains committed to State and Federal programs in planning areas related to community and economic development, including erosion control, public access, and highway improvements.

f. Initiate a Transportation System Management Study (TSM) directed at studying the impacts of the proposed Bypass on secondary roads and other arterial connectors.

C5. Tourism:

a. Continue to study and pursue programs aimed at promoting and enhancing levels of tourism and tourism-related development opportunities in the City.

b. Support and promote the Downtown and waterfront areas as potential locations for seasonal/annual festivals, markets and recreational activities.

c. Continue to support the activities of local and regional public interest groups responsible for promoting tourism in the City such as the Chamber of Commerce and the Convention and Visitors Bureau.

d. Continue to develop an annual calendar of special events to be held throughout the City. Publicize monthly listing of events in appropriate local, regional and national publications.

C6. Coastal and estuarine water beach access:

a. Enhance opportunities in the City for riverfront access and continue to undertake active efforts to increase such access to public trust waters.

b. Methods of attracting the City's permanent and seasonal population to the pedestrian amenities along the riverfront should be studied and pursued. This study should be guided by a Tourism Marketing Plan.

c. Estuarine water access must comply with State standards for access locations as expressed in 7M .0303. These access areas should be studied and indicated on maps which could be incorporated into the Land Use Plan at some time.

d. Study the feasibility of identifying, selecting and developing additional sites for public access on the Rivers and other significant bodies of water.

e. Continue to undertake efforts with the State Division of Coastal Management and Office of Water Resources to obtain public trust water access assistance in funding the planning, land acquisition and site development of these improvements.

C7. Land use trends and management policies related to future City/Extra-Territorial Jurisdiction growth:

a. Employ the Land Classification Map as a means of selecting and designating appropriate areas of the City for future commercial, industrial and other economic development land uses.

b. Participate in the extension of infrastructure into the Extra-Territorial Jurisdiction as a catalyst for growth.

c. Utilize the Land Classification Map at the Board level to guide growth-related land use decisions in areas most conducive to commercial and industrial development, while employing the Map to discourage intensive economic development activities in remote areas of the City which are not currently served by adequate public facilities and public access.

d. Continue to provide for the orderly growth and economic viability of land development in the City by supporting and updating existing land use guidelines

which ensure the public's health, safety and general welfare. In addition, continue to support and amend when necessary, the Community Design Plan.

e. Continue the use of zoning as a mechanism to select, designate, and reserve optimal economic development sites for future industry and commerce.

f. Continue to study the most appropriate means by which to link land use density requirements to the City's Land Classification Map.

g. Continue to utilize zoning practices to establish minimal, but appropriate, controls for the location, density and standards for all types of land uses.

h. Continue to support and amend existing zoning overlay regulations so as to provide for the orderly development and aesthetic enhancement of the City's entrance-ways.

i. Discourage the development of any future landfill operations in Havelock or the Extra-Territorial Jurisdiction. The City feels that the siting and governance of landfill operations is solely the responsibility of the County.

j. Support the development and enhancement of waterfront areas, while ensuring such projects are compatible with all local, State and Federal environmental requirements.

k. Continue to support and amend existing subdivision ordinance provisions so as to preserve the rural character of the City's outlying areas.

l. The City will be pro-active in pursuing state and federal assistance and other methods of funding to be utilized for revitalization and other improvements as deemed appropriate.

m. Establish and maintain a Capital Improvements Budget Plan.

n. Coordinate with NCDOT to ensure that roads and streets in the City are adequately maintained and upgraded in a fashion consistent with the City's Code of Ordinances and the 1992 Land Use Plan's land use objectives as well as the established Thoroughfare Plan..

o. Initiate the development of uniformed signage for all city-owned and maintained facilities.

Coastal Wetlands:

- *The significant coastal wetlands are found along the shorelines of the Neuse River, Slocum, Hancock and Tucker Creeks.*

Estuarine Waters:

- *The primary estuarine waters are limited to the Neuse River.*

Estuarine Shorelines:

- *Estuarine shorelines in Havelock are generally of the wooded swamp type and are limited to the shorelines of the Neuse River.*

A1. Identify and address areas of the City and Extra-Territorial Jurisdiction with land development constraints and guide appropriate and compatible land development activities.

a. The City currently supports 404 Wetland permitting procedures as conducted by the Army Corp of Engineers. Location of 404 wetlands shall be found by field analysis by the appropriate agency.

b. The City fully supports applicable State and Federal ordinances and regulations governing conservation area development. At this time the City does not have statutory regulations placing further restriction on development within conservation areas.

c. Areas currently exhibiting development constraints have been identified in Chapter V of the Land Use Plan. The areas include Natural and Man-Made Hazards, Wetland regions, Forestry and other Federally regulated and/or owned property, and Areas of Environmental Concern. The City shall be sensitive to these restricted areas during the planning and/or review of proposed development objectives. The City will fully comply with the restrictions as set forth in Federal, State and Local regulations governing development in restricted areas.

d. Continue to support and amend existing land use ordinance regulations which regulate and control land development in areas with identified physical constraints such as Forestry Property, Federal property and wetlands.

e. As indicated in the adopted Code of Ordinances, all commercial, industrial, institutional and residential subdivision development should be sensitive to the character of prevailing soils types, flood prone areas and physiographic conditions, which impact septic tank use, private wells, and construction feasibility. The City will update existing land use and zoning regulations, when necessary, to complement Havelock's Land Classification Map.

f. Continue to utilize and amend the City 201 Wastewater Facilities Plan which would direct future expansion, and current maintenance of City wastewater facilities.

g. Develop and adopt administrative procedures for the Planning Administrator to review and report on land development and/or land disturbing activities in AECs, and other areas of development constraints.

h. Examine the potential for the future construction of marinas in the City and Extra-Territorial Jurisdiction. This construction may be according to the following guidelines:

- *new marinas are not to be located in Primary or Secondary Nursery Areas;*
- *the timing of marina construction involving dredging shall be determined by Division of Marine Fisheries.*
- *All facilities associated with the marina shall be located so as to be compatible with the visual and aesthetic qualities of existing neighboring uses. Such facilities may include dry-storage areas, concession stands and other such support systems.*

i. Continue to support and update existing and study new alternative local growth management techniques--such as zoning--which would provide for the recognition and control of land use types, densities and development criteria within areas having defined development constraints.

j. Promote the use of the Community Design Plan as a guide to appropriate development techniques and locational criteria within its jurisdiction.

A2. Preserve and protect Areas of Environmental Concern (AECs) within Havelock.

a. Support and complement Coastal Resource Commission efforts to protect, preserve and manage Areas of Environmental Concern (AECs).

b. Create new guidelines when necessary, and ensure that existing guidelines for land development conform to the general use standards of the North Carolina Administrative Code, as amended for development within the defined estuarine system in and around the City.

c. Support development in AECs only if such development meets the management objectives in 15 NCAC 7H.0203 and the use standards in 15 NCAC 7H.0208 and .0209, as well as all terms of the Havelock City Code.

d. Ensure that development within the estuarine shoreline does not significantly interfere with existing public rights, usage and access to navigable waters and other public resources.

e. Continue to support and amend existing zoning and subdivision ordinance standards to ensure that any development with AECs does not weaken or eliminate natural barriers to erosion.

f. Ensure that all land development plans within AECs have evaluated all possible alternatives to controlling pollution, limiting drainage, and reducing other potentially negative impacts related to land use activities.

g. Initiate studies relative to the identification of, and nomination procedure for, expanded Areas of Environmental Concern under Section .0500 of 15A NCAC 7H for other hazardous or fragile land areas. These areas include, but are not limited to, freshwater swamps and marshes, 404 wetlands, water supply areas, and other waters with special values, cultural and historic resources, and manmade hazards.

A3. Preserve and protect natural, cultural, and historic resources within Havelock.

a. Encourage land use proposals which will have no negative impact on, cultural, and/or archaeological resources in the City and/or Extra-Territorial Jurisdiction.

b. Study the potential for the establishment of a land conservation fund or similar instruments which would protect areas of environmental, recreational, and/or aesthetic importance by fee acquisition, dedication and/or permanent easement.

c. Promote citizens' awareness programs and public educational opportunities for City natural resources and older areas, including the conservation, preservation and maintenance thereof.

d. Continue to update the adopted Thoroughfare Plan which supplements the NCDOT document. The Havelock Thoroughfare Plan should provide a critical path for corridor expansion and improvement within the City and Extra-Territorial Jurisdiction. Study the impacts created by the realignment of existing traffic corridors, and assure that they are in accordance with the applicable Plans and Ordinances..

e. Draft and adopt a Bike Trail and Greenway Plan which would identify potential locations for public owned recreational facilities. Development of these facilities shall be in accordance with the zoning and subdivision ordinances and other applicable.

f. Initiate the development of neighborhood plans working with neighborhood residents to identify resources and problems in their community. Offer strategies such as zoning and subdivision regulations, involvement with homeowners associations and citizen involvement in an effort to protect those resources and solve existing and potential problems.

A4. Determine hurricane and flood evacuation needs and plans.

a. Policy statements for hurricane and flood evacuation needs and plans, as specified in Rule .0203(a)(6) of this Section are outlined in a separate policy category in this chapter.

A5. Protect the City's water supplies and potable water resources.

a. The City will ensure that the protection of existing and future potable water supplies and resources will be consistent with all State and Federal policies and guidelines.

b. Periodically update the Wastewater Facilities Plan and standard operating procedures for utilities which would direct future expansion and current maintenance of City water and sewer facilities. Continue to develop water and sewer maps in conjunction with this Plan. Water extension will be decided by the City Council based on potential annexation.

c. Ensure that the City's land development review and inspection process examines all land use proposals to determine their impact on the City's potable water supplies and resources.

d. Support and promote land use requirements near groundwater sources as regulated by the North Carolina Division of Environmental Management, via N.C.A.C. Subchapter 2L and Subchapter 2C.

e. Support State efforts to remove leaking underground storage tanks (USTs) and to restore adversely affected water supplies.

f. Support State regulations for the control of siting, construction and maintenance of underground storage tanks.

g. Continue to support and update existing land use regulations which address the control of underground storage tanks. These regulations include State building and fire codes as well as Federal guidelines and regulations.

h. Support state and federal programs that regulate underground storage of hazardous materials. Support regulations that require tightness testing for existing tanks and construction standards for new tanks. Immediate removal of leaking tanks shall be required.

i. Continue to support capacity use groundwater monitoring by the Division of Environmental Management.

j. Continue the extension and maintenance of public water supplies and distribution systems into selected areas of the City and Extra-Territorial Jurisdiction as as required by annexation and standard use. These selected areas are determined by annexation decisions as dictated by City Council.

k. Develop citizens' awareness programs related to expanding water supplies and distribution systems, including information promoting access to these systems.

A6. Develop guidelines and policies for the use of sewer treatment package plants in Havelock:

a. The City does not support the use of private package sewage treatment plants. However, in special cases were the use of private systems is the only available option, the City may permit the use of private systems only if the associated development meets the following criteria:

- *The said development is consistent with the City's policies and ordinances.*
- *The system meets or exceeds the state and federal permitting requirements.*
- *The project will have no adverse impacts beyond its boundaries.*
- *The perpetual operation and maintenance of the system is guaranteed without obligation to the City in anyway.*

b. The location of any proposed package treatment plants within the Extra-Territorial Jurisdiction which would impact Havelock shall be approved by the City provided that they meet or exceed the following criteria:

- *The said development is consistent with the City's policies and ordinances.*
- *The system meets or exceeds the state and federal permitting requirements.*
- *The project will have no adverse impacts beyond its boundaries.*

- *The perpetual operation and maintenance of the system is guaranteed without obligation to the City in anyway.*

c. Private developers considering the use of private sewer treatment plants within the Extra-Territorial Jurisdiction must prepare detailed facility impact statements which should include consideration of maintenance and operational requirements for the plant and provisions for the dedication of the plant into the public system, should the private operation fail to meet any and all public guidelines.

d. Any request for the approval of a private package treatment facility must be accompanied by environmental assessments or, if required, environmental impact statements and documentation of assurances that all applicable State and Federal health requirements will be satisfied.

e. Any application for a wastewater disposal system which is to be located in the Extra-Territorial Jurisdiction shall be coordinated with Havelock planning, engineering, and building inspection officials. The County shall not issue a wastewater disposal permit for a location within Havelock's jurisdiction without first receiving a zoning permit from the City.

f. All development and subsequent construction of wastewater facilities shall be consistent with the regulations set forth by the Havelock Zoning and Subdivision ordinances in conjunction with the Adopted Land Use Plan.

Other Resource Protection Policies for Havelock:

Pursuant to CAMA planning guidelines for Resource Protection Policies, certain additional issues must be addressed in the mandatory CRC approval process for the Land Use Plan Update. Some of the following policies have lower priorities than those described above due to the geographic location of Havelock relative to some of the other areas within the province of the Coastal Resource Commission. Notwithstanding, these policies are deemed important to Havelock and are adopted into the Resource Protection policies of the community.

A7. Stormwater runoff

The City recognizes the importance of the management of stormwater runoff associated with agriculture, residential/commercial development, and its impacts on wetlands, surface water or other fragile areas. The City will support existing guidelines and land development criteria for stormwater management and runoff related to private and public land uses. These guidelines include submission of erosion and sediment control plans with each development proposal.

The City supports State and Federal stormwater runoff criteria applicable to land development. The City will continue to update existing stormwater management documents in support of existing State, Federal and Local regulations. The City currently maintains McCotter Canal, which is the main collector for stormwater runoff in the area. Havelock also cleans and maintains all drainage ditches and facilities which have been dedicated to the City.

A8. Marina and floating homes

Development standards for marina construction and dry stack storage facilities for boats, associated with or independent of marinas, are important to Havelock primarily from an environmental standpoint. The City may encourage the development of marinas and dry stack storage facilities provided that such development is consistent with State and Federal permitting offices and are not damaging to environmentally sensitive areas or waters. The City does not have more specific policies regulating use and/or location of marinas at this time. The City does *not* allow the existence of floating homes within its limits at this time.

A9. Industrial impacts on fragile areas

The City of Havelock will ensure that industrial development proposals are closely reviewed and fully comply with Federal, State and Local Resource Protection policies as well as general policies addressing Resource Development and Economic and Community Development.

A10. Development of sound and estuarine system islands

A policy on the development of sound and estuarine system islands is not applicable to Havelock.

A11. Restrictions on development within wetland loss and sea level rise areas

A Policy on the restriction of development within areas up to five feet above mean high water that might be susceptible to sea level rise and wetland loss is applicable to Havelock. However, the City does not see the need for additional policies regulating development in these areas. It is the position of the City to comply fully with Federal and State restrictions and/or guidelines governing development in wetland and sea level rise areas. See Storm Hazard section for further discussion.

A12. Upland excavation for marina basins

The City encourages the continued study of marina development guidelines. Upland excavation for marina basins shall be consistent with all State and Federal Guidelines.

A13. The damaging of existing marshes by bulkhead installation

When necessary, bulkhead installation should be conducted employing appropriate construction and resource protection techniques. Where installation is required, development plans should consider every feasible alternative to minimize the damage to existing marshes.

Policy alternatives eliminated during the planning process:

The following alternatives were discussed but not pursued during the drafting of the policies within this section:

- *The City has decided not to increase restrictions on marina development beyond those imposed by existing State and Federal regulations.*

- *The City has decided not to place further restrictions on development within 404 wetlands beyond those imposed by existing State and Federal regulations.*

- *The City has decided to continue to accept current State and Federal regulations governing archaeologically and other historically sensitive areas without increasing regulations or guidelines related to these subjects.*

Schedule for policy implementation by City:

The Planning Board, in concert with input from the City Staff and Officials, shall outline a schedule for the implementation of the above policies.

B. Resource Production and Management Goals, Objectives and Policies

The City is acutely aware of the impacts of future land development on its existing resource production base. The water represents a productive natural resource in Havelock which must be recognized in the Plan's land use policies. Policies directed at resources such as agriculture and forestry apply mainly to the areas lying in the extra-territorial jurisdiction (ETJ) with the exception of the Croatan National Forest. Currently, only four percent of the City's land is classified as rural. Therefore, policies directed at management of agricultural lands are not of major significance. The policies included below are provided for the protection, management and efficient production of goods in support of current agricultural production areas as well as potential future agricultural expansion.

Although lands which are presently used for agriculture or forest production may provide needed space for urban development in the future, the City supports policies aimed at preserving and protecting environmentally and aesthetically sensitive forest and agricultural lands through encouraging techniques such as cluster development.

B1. Encourage sensitive resource management policies and implementation techniques for productive agricultural lands in Havelock and the Extra-Territorial Jurisdiction (ETJ).

a. Support State and Federal agricultural programs, where applicable, which assist farming and aid in identifying prime agricultural lands in and around Havelock.

b. Enhance the degree of land use controls on agricultural lands in order to provide opportunities for City or Extra-Territorial expansion and/or development as described by the Havelock Annexation Study.

c. Promote public awareness of agricultural Best Management Practices in the City and surrounding areas, while encouraging farmers to implement such practices to the benefit of their natural resource production activities.

d. Encourage the initiation of effort by the Agricultural Extension Service and the Chamber of Commerce to work with the locality to develop farm markets targeted at benefiting local farmers.

e. Employ the Land Classification System to encourage and guide the location of intensive land development activities in areas of the City and the Extra-Territorial Jurisdiction which are currently served by public utilities (or may be served in the future). Discourage leap-frog subdivision of active agricultural lands in remote areas of the City and/or Extra-Territorial Jurisdiction and support cluster development alternatives.

B2. **Encourage forestry as a valuable natural resource industry and preserve and protect the City and Extra-Territorial Jurisdiction forest lands in areas as described by the Land Classification Map.**

a. Support State and Federal forestry programs which assist City and Extra-Territorial Jurisdiction commercial forests and the forestry industry.

b. Enhance the degree of land use controls on commercial forest lands in order to provide opportunities for City or Extra-Territorial expansion and/or development as described by the Havelock Land Classification System.

c. Support Federal protection and management guidelines directed at preservation of the Croatan National Forest.

d. Promote public awareness of forestry Best Management Practices in the area, while encouraging the private forestry industry to implement such practices to the benefit of their natural resource production activities.

e. Future public improvements should be planned and financed using fiscal mechanisms which avoid adverse tax impacts on the owners of prime forestry lands where such lands will not directly benefit from the planned public improvements.

f. Support and explore alternative land use guidelines and subdivision regulations which ensure that the subdivision of forestry land can be optimally achieved without adversely impacting adjacent forestry lands.

g. Employ the Land Classification System to encourage and guide the location of intensive land development activities in areas of the City and Extra-Territorial Jurisdiction which are served by public utilities and facilities, while discouraging leap-frog subdivision of active forestry lands in areas without City services.

h. Encourage forestry operators in the more undeveloped areas of the City and ETJ to maintain vegetative buffers between cleared areas and major public roadways to preserve and enhance entries into the City.

i. Encourage replanting of areas within the City and Extra-Territorial Jurisdiction (ETJ) cleared for timber, employing City inspection staff to undertake periodic reviews of and produce reports on clearing activities.

p. Draft and adopt a Comprehensive Plan which would outline alternatives and strategies for new development and/or redevelopment which are consistent with existing ordinances.

C8. Policies relating to Transportation and Vehicular Access Design Standards

a. Implement studies to develop clear, efficient and sensitive design and alignment standards for the proposed bypass.

b. Take proactive steps to develop a series of comprehensive design guidelines for buildings, signage, and landscaping along the City's primary entrance-ways.

c. Evaluate and amend current subdivision regulations to provide incentives for the creation of pedestrian linkages between residential and non-residential developments such as walkways and bicycle paths as a means of encouraging alternative modes of transportation.

Other Economic and Community Development Policies for Havelock.

Pursuant to CAMA planning guidelines for Economic and Community Development Policies, certain additional issues must be addressed in the mandatory CRC approval process for the Land Use Plan Update. Some of the following policies have lower priorities than those hereinabove described due to (a) the prevailing attitudes of the City's citizenry and related political influences, and (b) the geographic location of Havelock relative to some of the other areas within the province of the Coastal Resource Commission. Notwithstanding, the following policies are deemed important to Havelock and are adopted into the Economic and Community Development Policies of the community.

C9. Channel Maintenance

Havelock continues to support State and Federal efforts to maintain channels for navigation. The City also supports the private maintenance of channels providing that such action is in accordance with all local, state and federal environmental regulations.

C10. Energy Facility Siting

The siting of OCS (Outer Continental Shelf) energy facilities is not an issue with the City at this point in time. If such a facility were proposed, it would be evaluated for consistency with the City's Zoning Ordinance under the special exception use permit process outlined in the City Code.

C11. Electric Generating Plants

All proposed electric generating plans shall be reviewed under applicable State and Federal guidelines. The City of Havelock fully complies with these regulations.

Policy alternatives eliminated during the planning process:

The following alternatives were discussed but not pursued during the drafting of the policies within this section:

- *The City has not, at this time, developed further restrictions or regulations dealing with energy siting facilities beyond existing State and Federal regulations.*

- *At this time the City has not included design guidelines for buildings, signage and landscaping, howerer, a policy has been adopted which states possible pursuit of these guidelines during future development.*

Schedule for policy implementation by City:

The Board of Commissioners, in concert with input from the City Staff and the Planning Board, shall outline a schedule for the implementation of the above policies.

D. Public Participation Goals, Objectives and Policies

Public participation has provided the cornerstone for the 1992 Plan Update. The City Board of Commissioners believes that the greatest value of citizen participation in the planning process is that it allows each member of the community the opportunity to influence governmental decision making. In order for the 1992 Land Use Plan Update to be an effective policy document, it must accurately represent the ideas, attitudes, and concerns of the residents. By preparing a Land Use Plan Update which is integrally tied to its precedent goals, objectives and policies, the old adage that "a locality can be no better than it aspires to be" is underscored.

In this regard, an intelligent and comprehensive plan cannot be structured without the direction of the locality's vision for its future. The Board has recognized that this vision must come from the residents of Havelock. To achieve this end, at the outset of the planning process, the Planning Planning Board designed a Public Participation Plan setting forth the specific methodology to be used by the City in its effort to achieve this essential representation of its citizens.

The previously adopted Public Participation Plan and other documentation related to the City's ongoing citizens' involvement strategies are included in the Appendix of this document.

D1. Planning Board:

The Planning Board was officially designated by the City Board of Commissioners and City Staff as the lead representative for obtaining citizen input to the planning program and reporting that information to the Mayor and Board of Commissioners. In this effort, the Planning Board was responsible for investigating land use issues, analyzing past City planning policies, preparing public news releases, organizing citizen meetings, conducting work sessions to discuss policy options, presenting alternative goals and objectives to the citizens, and synthesizing the community input into a consolidated set of goals, objectives and policies for adoption into this document.

D2. Public notification of the planning process:

During the preliminary stages of the 1992 Land Use Plan Update process, all City citizens were provided periodic official notices that the planning process was underway. Local news media were used to inform the public of the time and location of the Planning Board work sessions and monthly meetings. These notices were also used to encourage citizen attendance and participation in the planning process in order to provide an avenue for the expression of their attitudes and feelings regarding land use issues in the City. The public was informed of when and where they could voice their concerns. As the Land Use Plan process matured, periodic updates, outlining completed and pending tasks and policy-related decisions, were made available to the citizenry for ongoing review.

D3. General public information on the planning process:

The Planning Board drafted and distributed regular official notices of the Land Use Plan Update process via the Windsock and Havelock News. A reporter from these publications were periodically informed by the City Planner of the progress and status of the Land Use Plan Update.

D4. Public Attitudinal Survey:

Citizen involvement in the planning process was solicited via an "Opinion Survey." This questionnaire was thoroughly reviewed by the Planning Board and City Staff prior to its distribution. The survey was printed in a concise format, ensuring ease of distribution and use by City residents. This survey document was particularly useful in allowing the residents to register their individual concerns

pertaining to the character, degree and pattern of population growth as well as future land use issues for the City.

Fifteen-hundred copies of the questionnaire, accompanied by a letter of explanation from the Planning Board Chairman were distributed in the first three weeks of March, 1992. People paying their water bills at City Hall were asked to complete the four page questionnaire. Forms were also available to local civic groups, the Board of Realtors, the Chamber of Commerce, the public library and Cherry Point.

D5. Synthesis and incorporation of public participation input into 1992 Land Use Plan Update:

The City of Havelock officials understood the great value and necessity of comprehensive public participation in the planning process. Community participation was viewed as an opportunity which should continue through every phase of the Land Use Plan Update and subsequent City decisions related to land use. An initial Public Hearing was held for the purposes of reviewing and critiquing the Public Participation Policy section of the Land Use Plan Update. This hearing was conducted during a regularly scheduled Planning Board meeting.

In most cases, the Planning Board reserved time on its agenda at each regular monthly meeting to obtain citizen comments on in-progress working papers and the Plan. The Board feels that a representative profile of the City's constituency has aided in formulating a clear and attainable vision for the future of Havelock as represented by the Goals and Objectives herein.

In summary, the primary purpose of this Public Participation Plan is to inform, educate and involve the citizens as fully as possible in matters related to land use planning in Havelock. In pursuit of this purpose, this participation process was intended to remain flexible in format and execution, while giving every Havelock citizen the opportunity to take part in this democratic process.

D6. Ongoing public participation in the City's governmental planning activities and land use review process:

The City is committed to ensuring that all citizens have the opportunity to continue to participate in the planning process subsequent to the adoption of the 1992 Land Use Plan. To this end, the following policies and strategies will be carried out by the City:

a. Official notification of all City Planning Board hearings involving land use issues will be placed in the local media.

b. The City Staff will provide the local media with public interest information to assist and ensure the preparation of accurate and timely articles concerning land use, economic development and community-related issues.

c. The City will establish appropriate study Boards, on a case-by-case basis, to further investigate evolving land use issues as well as other policy directives as outlined in the 1992 Land Use Plan.

E. Storm Hazard Mitigation, Post-Disaster Recovery and Evacuation Goals, Objectives and Policies

Storm hazard mitigation policies for Havelock are a mandatory requirement of the Coastal Area Management Act and are included in the 1992 Land Use Plan. As related to contemporary land use issues in the City, CAMA's primary aim in establishing these policies is to ensure that the City government fully recognizes the need to promulgate reasonable guidelines for land development so that the risk of damage to property and the threat of harm to human life from coastal storms is kept to a minimum.

The City of Havelock's adopted policies and procedures for hurricane evacuation planning, storm hazard mitigation, and post-disaster recovery were presented in the 1986 CAMA Land Use Plan. They have been reviewed and modified to include reference to the City's entry into the Regular Flood Insurance Program (1987) and to reflect changes in the City's administrative and post disaster recovery team. Adjustments were also made to the estimated value of buildings subject to wind and water damages.

The City has adopted the applicable policies and procedures detailed in the Craven County Hurricane Evacuation Plan (as amended). It provides guidance for coordinated evacuation, communications, operations, shelter and set-up for the Cherry Point-Havelock area. Emergency preparedness activities are provided at Cherry Point through a "team" of department directors and are coordinated by the Disaster Control Officer, who also serves as a liaison with local officials. The Craven County Fire Marshal serves as the Craven County Emergency Management Coordinator with offices and the Operations Center located in New Bern. Havelock's operation center is the Public Safety Building.

One of the model texts on the subject of hurricane mitigation, Before the Storm: Managing Development to Reduce Hurricane Damages, recommends at least four basic steps to prepare communities threatened by hurricanes:

- *a hazard mitigation plan,*
- *a reconstruction plan,*

- *ordinances and resolutions to mitigate the hazards detailing reconstruction, and*
- *detailed and accurate property information*

This section of the Land Use Plan Update is provided to assist the City of Havelock in maintaining policies, plans and information in line with the above basic documents in order to manage development in areas subject to damaging hurricanes.

1. The hazard mitigation plan identifies hazard areas in the community, the susceptibility to property damages and what actions will be taken following disaster. It provides..."the foundation for how reconstruction takes place..." (McElyea, Brower, & Godschalk, pp.7-36).
2. Personnel responsibilities and procedures for assessing damages and permitting repairs and reconstruction are identified in the reconstruction plan.

3. Putting as many policies, procedures, and regulations in effect before a major disaster is good insurance. It reduces confusion that would otherwise follow a disaster.

4. Finally, because documentation of losses for disaster relief must be accomplished promptly and in proper detail, in the local government should have adequate property maps and ownership/property value information readily available.. These things will assist the assessment team in documenting losses.

E1. Coastal Storm Hazard Mitigation Planning Activities and Studies

a. Effects of coastal storms on Havelock

Hazard mitigation or actions taken to reduce the probability or impact of a disaster could involve a number of activities. The starting point, however, is to identify the types of hazards and the extent that residential and commercial development is located in storm hazard areas. The Craven County mitigation policy report contains more detail on this subject.

There are four principal causes of property damages and fatalities associated with hurricanes that are briefly described below:

1) High winds.
During hurricanes sustained wind speeds can vary from 73 miles per hour to extremes of 165 miles per hour. Winds can gust up to 200 miles per hour. If a hurricane hit Havelock, full force winds could uproot trees, cause major damage to building, overturn mobile homes, and down power lines.

2) Wave action.
Wind-driven water and associate wave action may affect limited estuarine shorelines in Havelock. Effected shorelines are essentially those described in the Flood Insurance Study as A-5 and A-6 zones where flooding would occur up to 9 feet above mean sea level near the more open widths, of Slocum Creek and West and East Prongs of Slocum Creek up to the Culverts at Main Street. Note, however, the following statement from the Flood Insurance Study:

"No wind wave analyses were performed for the City of Havelock. Wave height analyses were not performed in the study area because it was determined that it would be unlikely that the 100-year wave height would occur coincident with the 100-year surge elevation. In accordance with the current FEMA guidelines, it is recognized that wave hazards which may exist in certain areas will not be reflected in the study or maps."

Although the analyses were not performed, the limited potential wave action accompanying a 100-year storm surge could affect eleven houses, the yacht club, an a metal contractor's building located in the A-f flood zones on the eastern exposed shorelines of Slocum Creek from Cedar Creek Drive to the Riverside Drive area.

3) Flooding.
Published Flood Insurance Rate Maps depicting the 100-year flood limits for local creeks were examined to determine the extent of existing development that would be affected by storm surges and riverine flooding associated with hurricanes. Approximate boundaries were transferred to the Constraints Map (A-2). Fortunately for most of Havelock and its extraterritorial area, the storm surge is limited to the floodways and existing channels which affect relatively few buildings. Table 8 indicates the number and types of structures that would likely flood during a hurricane.

4) Erosion
Very little bulk heading has been done along Slocum Creek in Havelock where some erosion may occur. Because of the limited exposure of property in Havelock to wave action, erosion is not a significant hazard.

E2. Mitigation Policy Statements and Implementation

Havelock's policies and strategies to implement a storm hazard mitigation plan and minimize potential damage include the following:

a. Policies related to high wind, surge, flooding and erosion:

- High winds.
  The City of Havelock will continue to enforce the Southern Building Code with North Carolina Building Code amendments for wind-resistive factors and design wind velocity.

The city will also continue enforcing requirements for mandatory registration and tie-down/set-up standards for mobile homes.

- Wave action.
  Havelock supports the CAMA development permit in conjunction with construction permitted by the Havelock Zoning Ordinance and Flood Damage Prevention Ordinance.

- Flooding.
  The City is committed to enforcing its Flood Damage Prevention Ordinance and retaining control of construction activities in flood hazard areas.

- Erosion control.
  The City of Havelock does not propose additional estuarine shoreline erosion control regulations above CAMA and Corps of Engineers 404 permit requirements. The City also supports the Sedimentation Pollution Control Act of 1973.

b. Policies related to discouraging development in Most Hazardous Areas:

- The City will continue to discourage development, especially high density or large structures, in its Most Hazardous Areas.

- The City remains supportive of CAMA permitting processes for development standards for shoreline stabilization and drainage along the City's estuarine shoreline areas.

- The City utilizes existing Land Use regulations supportive of and complementary to State and Federal policies related to Most Hazardous Areas.

- The City utilizes the existing Land Use Ordinance which requires location of new development in accordance with the requirements and limitations set forth in the County, State and Federal regulations as they apply to natural hazard areas.

c. Policies related to land acquisition in Most Hazardous areas:

- The City, at this time, does not intend to commit local funds to implement any widespread public acquisition of land in the Most Hazardous Areas.

d. Policies related to citizen evacuation:

- The City continues to support Craven County's Multi-Hazard Plan, as amended, which outlines extensive procedures for efficient and safe evacuation of the citizens. These documents are currently used as the primary guidance resource for City's evacuation efforts.

- The City supports limited development density in Most Hazardous Areas so as to decrease the number of people needing to be evacuated.

- The location and form of new development must fit within the framework of the existing subdivision and zoning documents in the City.

- The City encourages the adequate planning, development and use of motels, schools, condominiums and other large-scale structures for adequate and sufficient emergency shelter for their occupants and residents.

- The City supports a policy of ensuring that new public buildings can be adequately prepared and used as emergency evacuation shelters.

- The City continues to support ongoing refinements and participation in the regional evacuation planning process currently drafted by Craven County.

E3. **Post Disaster Reconstruction Plan and Policies:**

Post disaster reconstruction policies are required by CAMA as part of the 1992 Land Use Plan in order to guide new development and redevelopment during the reconstruction period following a natural storm disaster. In this regard, the City leadership's goal is to ensure that, as reconstruction activities are planned, programmed and implemented, Havelock will be less vulnerable to coastal storms than it was before the disaster.

The City of Havelock will coordinate evacuation and reconstruction activities caused by a major storm through the Craven County Emergency Operation Center as called for in the Craven County Hurricane Evacuation Plan (as amended).

The following sections provide a policy framework for identifying responsible personnel and procedures for assessing damages and permitting repairs and reconstruction following a major storm.

a. Appoint a Post Disaster Recovery Team. After evacuation orders are issued the Mayor will appoint a Post-Disaster Recovery Team composed of the following team members:

1. *City Manager*
2. *Public Works Director*
3. *Chief-Public Safety Department*
4. *Chief-Fire and Rescue Departments*
5. *Director of Planning & Inspections*
6. *City Clerk-Tax Collector*
7. *Finance Director*

The Public Works Director will serve as the team leader with principal responsibilities for overseeing the Emergency Operation Center under the direction of the City Manager. The Public Safety Building will serve as the EOC, where communications functions will be centered and are tied to the Craven County EOC in New Bern. The disaster Recovery Team will be responsible for the following:

1. *Keeping the appropriate County and State officials informed;*
2. *Establishing an overall restoration schedule and priorities;*
3. *Determining requirements for outside assistance and requesting such assistance when beyond local capabilities;*
4. *Keeping the public informed;*
5. *Assembling and maintaining records of actions taken and expenditures and obligations incurred and reliable estimates of sustained damages;*
6. *Recommending to the Mayor to proclaim a local "state of Emergency" if warranted;*
7. *Commending and coordinating clean-up, debris removal and utility restoration which would include coordination of restoration activities undertaken by private utility companies;*
8. *Identify those structures that must be demolished or are structurally unsafe and should be condemned;*
9. *Identify repairs needed to damaged structures and utilities and conduction repair and restoration of essential facilities and services;*
10. *Assisting private businesses and individual property owners in obtaining information on the various types of assistance that might be available to them from federal and state agencies.*

b. Immediate Clean-up. The Public Works Director will be responsible for directing the City forces in clean-up activities: removing debris, opening roads and bridges, cutting and removing fallen trees and coordinating with utility companies the removal of unsafe electric power lines and securing any gas leaks.

c. Post-Emergency/Long Term Recovery Phase. The Disaster Recovery Team will be responsible for overseeing an orderly reconstruction process after a major storm in accordance with the City's building, zoning, and other land use regulations. Three reports are required to be submitted in requesting state assistance; the Situation Report, the Damage Assessment Report, and the Expenditure/Obligation Report.

The Situation Report alerts county and state officials of pending threat or in progress hurricanes and the City's conditions and responses to the emergency. It will be prepared on the necessary forms by the "Team," approved by the Mayor, and submitted as necessary during the threat or occurrence of a major storm.

Within 48 hours, assessments of damages must be submitted through the Craven County EOC Coordinator (Fire Marshal). The City Manager will appoint a Damage Assessment Team consisting of the following persons: the Director of Planning and Inspections, a building inspector, a fire inspector, a local building contractor, and the Utilities Director. This team will immediately tour the community to obtain a preliminary assessment of the damages, classifying damaged structures by type and percentage of damage to total value using the following criteria as modified from Carolina County Prototype Disaster Relief and Assistance Plan (N.C. Division of Emergency Management, 1981):

Destroyed:	*replacement required greater than 80 percent of value;*
Major Damage:	*extensive repairs needed over 30 percent of value and building is not habitable or cannot be used;*
Minor Damage:	*Damaged less than 30 percent of value and building is usable or habitable with caution and issuance of a temporary certificate of occupancy;*
Habitable:	*damaged less than 15 percent of value and building is usable or habitable.*

A new CAMA permit is required for structures within an AEC that sustain damage of more than 50%. Documenting damages will be completed on forms acceptable by appropriate state and federal disaster assistance agencies.

The Director of Planing and Inspections will be responsible for seeing that damaged buildings are appropriately "posted" as condemned or that they may be used under "temporary" certificates of occupancy depending on the above damage classification and applicable State Building Codes, and the City's Minimum Housing Code, and Zoning Ordinance.

The Public works and Utilities Directors will be responsible for assessing damages to water and sewer systems, storm sewer, and city streets.

d. Reconstruction Standards. Redevelopment following a major storm will be done under the City's Flood Damage Prevention Ordinance, building regulations, zoning ordinance and standard design criteria. Structure destroyed but not previously conforming to these standards must be re-built according to those regulations. Structure with minor damage will be permitted to be rebuilt immediately. Conforming building suffering major damage will be allowed to be re-built following issuance of necessary permits.

e. Development Moratoria. In order to allow accurate damage assessment, clean-up activities to proceed, and basic utilities to be placed back in service without interference, the City Board of Commissioners may pass a temporary moratorium for certain rebuilding activities--most likely reconstruction for non-conforming destroyed buildings.

The moratorium would also permit time to provide alternative rebuilding solutions to those owners of property lying within special flood hazard areas in order to insure to the maximum extent possible that new construction will have a reduced chance of being hit by another major storm. Depending on the extent and types of damage the temporary moratorium may last up to 60 days.

f. Special/Temporary Housing. Following destruction of residences, it will be necessary to find temporary substitute housing for families while homes are rebuilt. Some of this housing may be provided through use of transient lodging facilities and by friends and relatives of the homeless families. Another option is to temporarily permit placement of an approved mobile home unit on the same lot where the home was destroyed, but only for a maximum period of 6 months while the new home is built. The zoning ordinance presently does not permit such an arrangement but, the City Board of Commissioners will ask the planning and City Attorney to draft an ordinance allowing temporary mobile home use that could be adopted following a disaster.

g. Reconstruction Schedule. The first week following the disaster will be used by the Damage Assessment Team to complete necessary reporting of damages to state and federal agencies. Target time frames for other reconstruction activities are suggested below as a management guide in setting priorities:

1. *begin repair of critical utilities and facilities within 24 to 72 hours with priority to electricity, and water supplies;*
2. *declare temporary moratorium (if needed) within first week as damage assessment is completed. Minor repairs may begin immediately;*
3. *during the first two weeks evaluate effectiveness of mitigation policies and hazards identification to see whether they should be used unchanged before rebuilding starts;*
4. *major repairs may begin under adopted regulation following plan approvals.*

h. Agency Responsible for Implementation. The City Manager will direct and oversee administration of the City's Post-Disaster Reconstruction Plan, reporting to the City Board of Commissioner in regular or special sessions of the board as needed. The City Manager will insure that the Post-Disaster Recovery Team and Disaster Recovery Team perform their functions in a timely manner, coordinating their work with the Craven County Emergency Management Office, State, and Federal agencies.

The Mayor, in his capacity as chief elected official, will appoint any other task forces that are needed and not anticipated here.

i. Repair and Replacement of Public Utilities. The Public Works Director will be responsible for

overseeing the repair or replacement of water, sewer, storm sewer, and streets. The City will follow normal procedures for obtaining required engineering and contracting services for the purpose of redesigning or relocating the facilities before reconstruction in order to make them less subject to damage from another hurricane. Such actions will require action by the City Board of Commissioners.

Chapter 9.
Land Classification System

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Land Classification System

In its simplest form, the Havelock Land Classification System (HLCS) is a map which attempts to visually portray the City's "vision for the future." The HLCS is achieved through an extensive study process during which the physical, social, economic and environmental realities of the City are carefully examined. The Land Classification Map graphically outlines and assigns recommended land use categories to individual geographical areas comprising the City. The HLCS map is intended to serve as a general guideline to assist the Planning Board in implementing the adopted Land Use Plan's policies and strategies. In theory, the HLCS is one which:

1. *Best accommodates the City's land use goals, objectives and policies;*

2. *Is capable of implementation within the context of satisfying both (a) the demands of the marketplace, and (b) the ability of the City to responsibly supply municipal service and infrastructure;*

3. *Provides positive community-wide benefits with the least negative impact on the existing physical, social, political and economic environment;*

4. *Satisfies the regulatory requirements of the State's Coastal Area Management Act (CAMA); and*

5. *Resolves the input of City citizens via the adoption of the HLCS map by the Planning Board.*

By graphically delineating specific land use classifications, the Planning Board is able to apply the most appropriate planning policies to specific geographical areas within the City. Thus, the map is to be employed by the Planning Board to provide thoughtful guidance to future land use activities and development based on its commonly held "vision," as defined by this Land Use Plan. The North Carolina CAMA regulations state:

> *"The land classification system provides a framework to be used by local governments to identify the future use of all lands. The designation of land classes allows the local governments to illustrate their policy statements as to where and to what density they want growth to occur, and where they want to conserve natural and cultural resources by guiding growth."*

The HLCS is intended to be supported, complemented and implemented by growth management "tools" which are potentially available to the City via State enabling legislation. These "tools" include zoning, subdivision, environmental controls and other locally-adopted growth management mechanisms which serve to implement local, State and Federal laws. However, in the strict sense of the term, the HLCS is not a regulatory mechanism.

Under the CAMA enabling statutes, the Havelock Land Classification System may include seven separate land use classes: Developed, Urban Transition, Limited Transition, Community, Rural, Rural with Services, and Conservation. At the City's option, the Planning Board can further subdivide these land use classes into more specific subclasses. If this is done, the subclass must closely relate to the precepts of the original major class. While not all of the seven major land use classes will necessarily apply to Havelock, the classification system—commonly referred to as the 7-Tiered System--provides a clear, uniform process by which the City officials and its citizens can best make decisions concerning future land development and environmental issues.

In assessing the optimal organization of the Havelock Land Classification System, the planning process focused on the statutory requirements of the Coastal Area Management Act, which states that the classification should "give particular attention to how, where and when development of certain types and intensity will be encouraged or discouraged." For example, CAMA recommends that:

> *"Local governments are also encouraged to make some distinction between urban transition areas, which are intended to reflect intensely developing areas with the full range of urban services to be supplied, and limited transition areas that are less intensely developed, may have private services and are frequently located in a rural landscape."*

> *"Urban land uses and higher intensity uses which presently require the traditional urban services should be directed to lands classified developed. Areas developing or anticipated to develop at urban densities which will eventually require urban services should be directed to lands classified transition. Low density development in settlements which will not require sewer services should be directed to areas classified as community. Agriculture, forestry, mineral extraction and other similar low intensity uses and very low density, dispersed residential uses should be directed to lands classified rural. Generally, public or private water or sewer systems will not be provided in areas classified rural as an incentive for intense development."*

With respect to the Land Classification Map for Havelock, the seven land use categories are defined as follows:

1. Developed Areas:

As defined by CAMA, the purpose of the Developed Areas class is to provide for continued intensive development and redevelopment of existing cities and their urban environs. Areas of the City meeting the intent of the Developed Areas classification are currently urban in character where minimal undeveloped land remains and have in place, or are scheduled for the timely provision of, the usual municipal or public services. Land designated as urban in character includes mixed land uses such as residential, commercial, industrial, and other uses at high to moderate densities. Public services include water, sewer, recreational facilities, streets and roads, police and fire protection. In some instances a Developed Area may not have all the traditional urban services in place, but if it

otherwise has a "developed" character and is scheduled for the timely provision of these services, it still meets the intent of the Developed Area classification. Areas developed for predominantly residential purposes meet the intent of this classification if they exhibit:

- *a density of 3 or more dwellings per acre; or*
- *a majority of lots of 15,000 square feet or less, which are provided or scheduled to be provided with the traditional urban services; or*
- *permanent population densities which are high and seasonal populations that may swell significantly.*

The City, at its option, may subdivide the Developed class into subclasses. Developed/multifamily residential, Developed/single family residential, Developed/commercial and Developed/ industrial are examples. This further refinement of the Developed Area class will be helpful in future years when Havelock elects to impose controls over the location of certain uses which may not be fully compatible with each other. For example, future policies may stipulate that heavy industry and low-density residential housing should not be located on adjacent parcels. In such a case, a distinction on the Land Classification Map between Developed/industrial and Developed/single-family residential would provide the Planning Board with a means of more responsibly guiding the location of these potentially incompatible land uses.

In separating the Developed Area class into future subclasses, the City should discuss how, when and where, it will provide the services necessary to support the unique needs of the urban area. In summary, the Developed Area class is designed to illustrate urban intensity development and the public facilities and services necessary to support it. This class should be applied to existing cities and towns and intense development within the extraterritorial planning jurisdictional areas containing intense urban development requiring urban services.

The area along both McCotter and Webb Boulevards fall under the Developed classification. These areas are primarily high density residential and are characteristically the older sections of the City. The residential area off Miller Boulevard is also one of the first residential areas developed. The Hills of Foxcroft, South Forest, Stonebridge and Wolfcreek are a few of the recent residential developments in Havelock ranging from 7,000-10,000 square foot lot sizes.

2. Urban Transition

The purpose of the Urban Transition class is to provide for future intensive urban development on lands that are suitable and that will be provided with the necessary urban services to support intense urban development.

City geographical areas meeting the intent of the Urban Transition classification can be categorized as either (a) presently being developed for urban purposes or (b) will be developed within the next five to ten years to accommodate anticipated population and urban growth. These Urban Transition areas are in, or will be in an evolving, or "transitional," state of development going from lower intensity uses to higher intensity uses and, as such, will eventually require urban services to be supplied by either the

City or incorporated communities. Examples of areas defined by CAMA as meeting the intent of this class are lands included within municipal extraterritorial planning boundaries and areas being considered for annexation by incorporated communities.

Urban Transition areas in Havelock will provide lands for intensive urban growth when lands in the Developed Areas class are not available. Urban Transition lands must be able to support urban development by being generally free of physical limitations and be served, or readily served, by urban services. Urban development includes mixed land uses such as residential, commercial, institutional, industrial, and other uses at or approaching high to moderate densities. Urban services include water, sewer, streets and roads, police and fire protection that will be made available at the time development occurs or soon thereafter.

In choosing land for the Urban Transition class, CAMA regulations indicate that such land should *not* include the following:

> *"Areas with severe physical limitations which would make the provision of urban services difficult or impossible, lands which meet the definition of conservation, lands of special value (unless no other alternative exists), such as productive and unique agricultural lands, forest lands, potentially valuable mineral deposits, water supply watersheds, scenic and tourist resources including archaeological sites, habitat for important wildlife species, areas subject to frequent flooding, areas important for environmental or scientific values, lands where urban development might destroy or damage natural systems or processes of more than local concern, or lands where intense development might result in undue risk to life and property from natural or existing manmade hazards."*

Further, CAMA stipulates that "even though AEC standards occasionally permit urban transition type development on a lot by lot basis within the various AECs, this classification should generally not be applied to any AEC."

Areas that are predominantly residential meet the intent of the Urban Transition class if:

- *they are approaching three dwelling units per acre, or*
- *a majority of the lots are 15,000 square feet or less and will be provided with essential urban services to support this high density development, or*
- *are contiguous to existing developed municipal areas.*

Because of the City's desire to understand the relationships between rezoning decisions on potential development densities, in developed, transition, rural, and conservation areas, the Official zoning map was used as a base for overlaying the revised boundaries of the land classification system. In this way, proposed rezonings that increase allowable development densities above the threshold for those acceptable within a limited transition, rural, or conservation area might be clearly seen along with uses potentially in conflict with environmental or development policies adopted elsewhere in this plan.

Specific Urban Transition areas in Havelock include residential and commercial uses. The Vacant land behind McCotter Canal and behind the recreation complex have been considered for such mixed use. Parcels along Greenfield Heights Boulevard is available for residential development. A small amount of land along Highway 101 is available for commercial development. Highway 70 is near capacity regarding commercial development.

3. Limited Transition Areas

As defined by CAMA, the purpose of the Limited Transition class is to provide for development in areas of Havelock that will have some services, but are suitable for lower densities than those associated with the Urban Transition class, and/or which are geographically remote from existing Cities and municipalities. City areas meeting the intent of this class will experience increased development during the current 5-year planning period. The Limited Transition Areas will be in a state of development necessitating some municipal infrastructure, facilities, and/or services. As opposed to Urban Transition Areas, these areas are of modest densities and are often suitable for the provision of closed water systems rather than individual wells.

Within Havelock, geographical land which is classified Limited Transition will provide "controlled development" with services, but may not be applied on lands that are suitable for traditional high intensity urban development normally associated with sewers or other services. The Limited Transition lands may possess physical limitations or be applied to environmentally sensitive areas of the City near valuable estuarine waters or other fragile natural systems. Sewers and other services may be provided because such services are already in the area or readily available nearby, because the lands are unsuitable for septic tanks or the cumulative effect of septic tanks may negatively affect significant public resources.

The Limited Transition class is intended for predominantly residential development with densities of three units per acre or less, or in development with the majority of lots 15,000 square feet or greater. In many areas, lower densities would be necessary and should be considered. Clustering or development associated with Planned Unit Development may be appropriate in the Limited Transition Class. Areas which meet the definition of the Conservation class should not be classified Limited Transition.

CAMA guidelines recognize that due to its very nature, the Limited Transition land classification may be controversial because it forces the locality to "pick" between potentially incompatible land development and conservation issues. As such, CAMA requires that if a local government chooses to implement this class, it shall describe the circumstances making this classification necessary and shall also describe how this class will help the local government achieve both its economic development and natural resources protection policies. This discussion shall include statements as to why lands included in this classification are appropriate for development which necessitates the provision of services.

Areas generally appropriate for this class are:

- *Predominately residential with lots greater than 15,000 square feet;*
- *Potentially suitable for cluster development (where open space is important) associated with planned unit development;*
- *Inappropriate for greater development densities and extensive services.*

As sewer and other services become more widespread in Havelock and the extra-territorial jurisdiction, they could potentially be extended into service areas that are not suitable or conducive for high density urban development. The use of such services generally increases environmental protection requirements in these areas if the density of development remains relatively low. The Limited Transition class is intended to provide for appropriate moderate densities of development with the benefits of both urban services and sound environmental protection guidelines. However, the reliability of services, such as sewage treatment systems, is critical to the appropriate development of these areas. If the City and its extra-territorial jurisdiction intends to allow the private provision of urban services, such as sewage systems and garbage collection, then the City should require special assurances that these private services will reliably protect the public resources and avoid unnecessary public expenses.

Three areas west of Havelock near the Croatan National Forest have been place in the Limited Transition Classification. These areas are currently zoned R-20A, and are served by private water system. They include Greenfield Mobile Estates and the mobile home park off Gray Road. Both developments are zoned RM. The 1986 CAMA Plan placed these areas under a Rural Classification . The change more accurately reflects current land use patterns matching the Limited Transition Class for the ten year planning period. Perhaps within ten to fifteen years, the prospects of the construction of U.S. 70 Bypass and potential land exchanges involving the bypass and lands currently in National Forest ownership, may result in pressures to develop areas west of Greenfield Boulevard shown as Limited Transition on the Land Classification Map.

4. Community Areas

The purpose of the Community Areas class is to provide for clustered, mixed land uses at low densities to help meet the housing, shopping, employment and other needs in the rural areas of Havelock.

The portions of the City meeting the intent of the Community Areas class are areas presently developed at low densities which are suitable for private septic tank use. These areas are clustered residential and/or commercial land uses which provide both low intensity shopping and housing opportunities and provide a local social sense of a "community." Very limited municipal type services such as fire protection and community water may be available, but municipal-type sewer systems are not to be provided as a catalyst for future development. In some unusual cases, sewer systems may be possible, but only to correct an existing or projected public health hazard. Segments of the City and extra-territorial jurisdiction, developed in a low density fashion in small, dispersed clusters in a larger rural landscape with very limited or no water and sewer services meet the intent of this Community Areas class.

The Coastal Area Management Act stresses that the Community Areas class applies to clustered low intensity development in a rural landscape. This development is usually associated with "crossroads" and "country store neighborhoods" in Havelock and the extra-territorial jurisdiction. Some Community Areas may have or may require municipal type services to avert an existing or anticipated health problem. Even though limited services may be available, these Community Areas should not be shown in the higher intensity land classes, as the major characteristic which distinguishes Community Areas with limited services from the Developed and Transition classes is that services are not provided to stimulate intense development in rural setting, but rather to neutralize or avert health problems. Currently, the City does not contain areas classified as Community. The above narrative is included in the event the City sees the need to classify areas under this heading in the next five to ten years.

5. Rural Areas

The Rural Areas class is to provide a City designation for agriculture, forestry, mineral extraction, and other allied uses traditionally associated with an agrarian region. Other land uses, due to their noxious or hazardous nature and negative impacts on adjacent uses may also be appropriate here if sited in a manner that minimizes their negative effect on surrounding land uses or natural resources. Examples of such uses include energy generating plants, refining plants, airports, sewage treatment facilities, fuel storage tanks, and other industrial type uses. Very low density dispersed residential uses on large lots with private on-site water and sewer are consistent with the intent of the Rural Areas class. Development in this class should be as compatible with resource production as possible.

City and extra-territorial jurisdiction land meeting the intent of the Rural Areas classification which is appropriate for, or presently used, for agriculture, forestry, mineral extraction and other uses, that due to their hazardous or noxious nature, should be located in a relatively isolated and undeveloped area. Very low density dispersed, single family residential uses are also appropriate within rural areas where lot sizes are large and where densities do not require the provision of urban type services. Private septic tanks and wells are the primary on site services available to support residential development, but fire, rescue squad and sheriff protection may also be available. Population densities will be very low.

The Rural Area class is the broadest of the seven classes. In the future, the City may wish to further subdivide the rural class into subclasses such as Rural/agricultural, Rural/forestry, etc. in order to illustrate where these basic rural activities should be maintained within the City and extra-territorial jurisdiction.

Currently, very little of the rural classification areas are available for further development. The majority of this area is located off Greenfield Boulevard and Sunset Avenue. This area also contains vacant farm land and other undeveloped properties. Most rural areas are adjacent to Forestry/Government owned lands.

6. Rural with Services

The Rural with Services category is designed to complement with Rural Areas category by recognizing that limited residential development may occur without threatening the agricultural environmental with potential suburban expansion. Thus, the Rural with Services class is intended to provide for very low density land uses including residential use where limited water services are provided in order to avert an existing or projected health problem. It is emphasized that any and all land development within this class should be governed to ensure low intensity in order to maintain a rural character. Rural water systems, such as those funded by Farmers Home Administration, are or may be appropriate in these areas due to the need to avert poor water quality problems. However, CAMA stipulates that these systems, however, should be designed to serve a limited number of customers and should not serve as a catalyst for future higher intensity development.

In summary, City and extra-territorial jurisdiction areas in this class are appropriate for very low intensity residential uses, where lot sizes are large, and where the provision of services will not disrupt the primary rural character of the landscape. Private wells and septic tank services may exist, but most development is supported by a closed water system. Other services such as sheriff protection and rural or volunteer fire protection and emergency rescue etc. may also be available. This class is intended to be applied where the local government has provided, or intends to provide, very limited water services to avert a known or anticipated health problem in a predominantly larger agrarian region.

The areas classified as Rural with Services are limited. They include Greenfield Heights Boulevard Area and Indian Hills.

7. Conservation

The purpose of the Conservation Areas class is to provide for the effective long-term management and protection of significant, limited, or irreplaceable areas of Havelock and/or the extra-territorial jurisdiction. Land management is needed due to the natural, cultural, recreational, scenic, and/or natural productive values of both local and regional concern. Land areas in Havelock and/or the extra-territorial jurisdiction meeting the intent of this classification include the following:

- *AECs, including public trust waters or estuarine waters as identified in 15ANCAC 7H;*

- *Other similar lands, environmentally significant because of their natural role in the integrity of the coastal region including bottom land hardwoods, pocosins, swamp forests, areas that are or have a high probability of providing wildlife habitat, forest lands that are essentially undeveloped and lands that otherwise contain significant productive, natural, scenic, cultural, or recreational resources.*

- *404 Wetlands*

The Conservation Areas class is designed to illustrate the natural, productive, scenic, cultural and recreational features of the extra-territorial jurisdiction which make it a desirable place in which to live, work, and visit. As such the Conservation class should be applied to areas that because of their unique, productive, limited, cultural, or natural features should be either not developed at all (preserved), or if developed, done so in a extremely limited and cautious fashion. The City currently endorses the 404 wetlands Corp permitting program and offers no further restrictions on development within these areas. Further policies directed at conservation areas can be found in Chapter VIII.

Urban services, either public or private, should not be provided in the Conservation Areas due to their potential nature as a catalyst to stimulate intense development. In most cases, limited on-site services will adequately support any limited development within the Conservation class and will also protect the very features which justify the area's inclusion in the Conservation classification.

CAMA emphasizes that even though AEC standards occasionally permit urban type development on a lot by lot basis within the various AECs and that services are occasionally provided, this is the exception rather than the rule, and the primary intent of the conservation class is to provide protection for the resources included therein. Mapping of AECs in the conservation class on the local government's land classification map has been accomplished with the understanding that AECs are intensively defined by their characteristics in 15A NCAC 7H, and therefore maps only indicate approximate locations and are not definitive enough for site specific regulation purposes. In this light, mapping of 404 wetlands must be done in the field by the appropriate permitting agency. Policy development in the land use plan should acknowledge the intent of this class and policies should be consistent with the function of areas shown in the Conservation class.

Specific areas within the Corporate Limits of Havelock classified as conservation are specifically limited to the Croatan National Forest, Federal lands and areas adjacent to Slocum Creek and the Neuse River. Most of the Conservation areas within the city are Federally regulated. The City currently allows only low impact residential and recreational uses within conservation areas which do not fall under restrictions or regulations by any other agencies.

Intergovernmental Coordination and Implementation

The land classification map for the City of Havelock serves to guide the activities of private developers and public agencies and to coordinate policies, standards, regulations and other governmental strictures which affect development within the City limits. In doing so, the development policies, issues and concerns of adjoining jurisdictions shall also be considered, and meaningful attempts at conflict resolution and coordination shall be made with these jurisdictions.

Throughout the constructing of this plan, continuous efforts were made to make local policies and regulations consistent with the regulations of nearby planning jurisdictions and the requirements of State and Federal governing agencies. The implementation of this plan will also consider compatibility and consistency with these governmental bodies. The Public Participation Appendix provides a detailed account of coordinating activities with local and State officials in the making of this land use plan update.

Chapter 10. Relationships of Policies and Land Classification

CHAPTER 10:
Summary: Relationships of Policies and Land Classification

The guidelines set forth by CAMA in section T15A: 07B .0205 require that this Land Use Plan Update relates the general policy statements (Rule .0203) to the Land Classification categories. The comparison shall indicate which land uses are deemed appropriate for the community within the specific land classifications. The following section serves as a summary of the Land Classification Chapter of this document.

1. Developed Class

The City of Havelock contains four sub-categories within the Developed classification: multi-family residential, single family residential, commercial, and industrial. The City will continue to monitor the compatibility of these uses through implementation of the zoning, subdivision regulations, utilities policies and pending Community Design Plan. Further development in these areas will be executed as indicated, in a general way, on the Land Classification Map. The existing infrastructure will be improved, expanded and maintained as necessary to provide for the continuance of these services to areas falling under this classification. During the past several years, the City has embarked on an aggressive program of infrastructure upgrading. Policy statements and capital improvement plans have been developed scheduling continued work on water, sewer and drainage systems within the City. Other public services such as police and fire protection will be expanded and/or improved as needed and/or as indicated in Chapter 7, *Estimated Demand.*

2. Urban Transition Class

The Urban Transition class indicates land areas which will accommodate future urban growth patterns. Necessary steps will be taken to assure that areas classified as Urban Transition will be able to support urban development by being generally free of physical limitations and be served or readily served by urban services. Urban Transition areas as indicated on the Land Classification Map are positioned so as to greatly reduce or eliminate potential land use compatibility problems even in the event of full scale urban development. The type, density, and timing of development in Urban Transition areas are managed under the City's zoning ordinance, subdivision regulations, utility policies and flood damage prevention ordinance.

3. Limited Transition Class

Areas falling under this classification will contain controlled development of lower density than the Urban Transition class. These lands are generally suited to residential development rather than high density commercial or industrial. The Limited Transition class within Havelock is intended to provide for moderate development densities with the benefits of both urban services and sound environmental protection guidelines. The City and its extra-territorial jurisdiction may allow controlled private installation of urban services in this class. The City has no intention of annexing areas listed under this classification in the next five to ten year period.

4. Community Areas Class

The Community Area class indicates primarily low density residential which is supported by minimal municipal services such as fire protection. In some cases, community water may be available. Due primarily to the low density format, public sewer service is generally not provided.

Community areas usually take the form of crossroad developments and are located primarily within the extra-territorial jurisdiction around Havelock. Intensive development in this classification is not encouraged. At this time there are no areas classified as Community on the Land Classification Map.

5. Rural Areas Class

This classification contains uses dedicated to agriculture, forestry, mineral extraction and other allied uses. Very low density residential areas served by private on-site water and sewer services also fall under this heading.

Rural Areas within Havelock are limited primarily to the extra-territorial jurisdiction. Future development in this class will be as compatible with resource protection and resource management policies as possible.

The R-20A zoning district establishes maximum residential densities below 2 units per acre, therefore, reducing the possibility of these areas needing City water and sewer service.

6. Rural with Services Class

Rural with Services was established to provide for very low density land uses including residential where water services are provided to avoid existing or projected health problems. It should be noted that provision of these services is not to be used as incentive for future development. This class will be compatible with resource protection policies. At this time the Land Classification Map does not indicate any areas under this heading.

7. Conservation Class

The Conservation Class applies to areas requiring strict management and protection of irreplaceable land features located within Havelock and its extra-territorial boundaries. These areas include AECs and other lands having environmentally significant features due to their role in the integrity of the coastal region. All policies relating to AECs and public trust waters as well as other environmentally significant features including swamp forests, bottom land hardwoods and prime wildlife habitat areas apply to this class.

Appendix 1.
Public Survey Documents

H A V E L O C K O P I N I O N S U R V E Y
LAND USE PLAN UPDATE 1992

1. Where do you live?

		How long?	
a. resident of Havelock (off station)	85%	0-2 yrs	22%
b. resident aboard the base	5%	3-5 yrs	13%
c. resident within one mile of Havelock	10%	6-10 yrs	22%
d. visiting the area	-	11 + yrs	41%
		no ans.	2%

2. Name the neighborhood, subdivision, or project where you live Havelock Park (17), South Forest (14), Tryon Park (11), Sherwood Forest (6)
[37 other areas had one to five respondents]

3. Your age group

Below 18	less than 1%	45 to 54	18%
18 to 24	3%	55 to 64	16%
25 to 34	16%	65 or over	16%
35 to 44	28%	No answer	less than 2%

4. Male 37% Female 53% Couples 7% No ans. 3%

5. Which of the following applies to you?
   - 74% 1. Own or purchasing your home
   - 3% 2. Own or purchasing your townhome
   - 16% 3. Rent
   - 3% 4. Live in a mobile home
   - 4% No answer

6. Are you generally pleased with the way Havelock is developing? Yes 55% No 41% no ans. 4%

7. List two (2) or more things you like about Havelock. Most popular responses
   1. Small town atmosphere (friendly people)(44%), Small size (easy to get around)(14%), Location (close to beach, river, forest) (14%),
   2. Low crime rate (9%), Weather/climate (8.5%)
   3. Good military/civilian relationships (6.5%)

8. List two (2) or more things you don't like about Havelock and want to see changed. Most popular responses
   1. Need more/larger stores(32%), Run-down or deserted buildings (17%) Need more recreation facilities and programs for families and teens (12.5%)
   2. Need sidewalks/bike trails (12.5%), Garbage pick-up/recycling program (12%)
   3. Traffic/speed limits (10%)

9. Which of the following best describes how large Havelock should be in 10 years?
   - 7% Remain about the same size as it is now
   - 52% Increase a small amount
   - 36% Increase a substantial amount
   - 5% No answer

10. What is your occupation?

13%	1. Civil Service	less than 1%	8. Construction
11%	2. Military	13%	9. Self employed
19%	3. Retiree	4%	10. Sales
0%	4. Unemployed	8%	11. Clerical
3%	5. Student	less than 1%	12. Labor
10%	6. Homemaker	17%	13. Other (Day care operator, minister, health care worker, etc.)
0%	7. Farmer, Forester, Commercial Fishing		

	Yes	No	No Opinion
[In questions 12 through 19 "no answer" was recorded as "no opinion."]			
12. Do you want an auditorium/community center	52%	28%	20%
If yes, how should it be financed?			
Low interest bonds 42%			
User Fees 52%			
Raise local taxes 6%			
13. Are you satisfied with the City's storm water sewers/ditches/drainage in your neighborhood?	37%	52%	11%
14. Do you want a community **swimming pool**?	53%	34%	13%
If yes, how should it be financed?			
Low interest bonds 27%			
User Fees 66%			
Raise local taxes 7%			
15. Have you (or your family) used the City's Recreation Complex located off NC 101?	24%	70%	6%
16. Should facilities be added to the City's Recreation Complex located off NC 101?	30%	22%	48%
If yes, what facilities? Swimming pool (28%), Tennis courts (10%), Skating/rollerblading (10%), Racquetball courts (8%)			
17. Should more industry locate here?	76%	9%	15%
What kind? All/any kind (27%), Manufacturing (21%), Retail stores (14%), Environmentally safe/clean (9%)			
Where? Hwy 101 (21%), Hwy 70 (16%), Industrial park (15%)			
18. Should **sidewalks** be added along streets?	73%	13%	14%
Any particular streets? Main St./Hwy 70 (17%) Webb (14%), All/any streets (14%), Hwy 101 (8%), McCotter (8%)			
19. Should **bike trails** be added along streets?	51%	32%	17%
Any particular streets? Main St./Hwy 70 (29%), Hwy 101 (14%), McCotter (11%), All/any streets (10%)			

20. Rate the following community services and or facilities.

Service/Facility	Rating				
	Excellent		Satisfactory		Poor
	5	4	3	2	1
1. Rescue Squad	53%	27%	14%	4%	2%
2. Public Schools	9%	23%	33%	22%	13%
3. Street Conditions	2%	6%	45%	24%	23%
4. Teen Recreation Programs	2%	7%	20%	26%	45%
5. Adult Recreation Programs	2%	9%	27%	24%	38%
6. Fire Protection	39%	37%	17%	4%	4%
7. City Government	8%	13%	37%	25%	17%
8. County Government	2%	12%	30%	26%	30%
9. Law Enforcement	24%	35%	28%	10%	3%
10. City Planning	6%	8%	36%	25%	25%
11. Medical Services	5%	15%	36%	22%	22%
12. Library Services	9%	17%	38%	18%	18%
13. Storm Water Drains	3%	3%	20%	24%	50%
14. Sewage Treatment	7%	13%	41%	21%	17%
15. Drinking Water	6%	16%	34%	26%	18%
16. Garbage Collection	3%	10%	25%	17%	43%
17. Senior Citizens Programs	5%	12%	40%	26%	17%
18. City Parks	11%	20%	42%	20%	7%
19. Community Appearance	5%	17%	32%	21%	25%
20. City's Relations with the County	2%	14%	40%	24%	20%
21. City's Relations with Cherry Point MCAS	19%	31%	39%	7%	4%

21. Indicate how much you agree or disagree with these statements [4/92--ave. N=151]	Agree Strongly	Agree	No Opinion	Disagree	Disagree Strongly
1. There is enough business development in Havelock	(7)	(12)	(14)	(59)	(59)
2. More industry in Havelock is desirable	(84)	(42)	(12)	(7)	(6)
3. New industries should file environmental impact statements	(79)	(55)	(12)	(3)	(3)
4. A person should be able to do as he likes with his land	(31)	(37)	(11)	(55)	(18)
5. Planning can minimize conflict between economic development and the environment	(57)	(75)	(13)	(3)	(3)
6. We have enough people living in Havelock	(14)	(28)	(40)	(52)	(18)
7. We need more residents	(20)	(51)	(45)	(25)	(10)
8. We should give higher priority to improving drinking water	(53)	(55)	(30)	(13)	(01)
9. We must control City growth	(20)	(50)	(36)	(35)	(9)
10. We should encourage more tourism (ie., Croatan Forest recreation, Aircraft Museum)	(47)	(52)	(28)	(15)	(9)
11. I am concerned about aircraft flight patterns	(25)	(21)	(42)	(41)	(22)
12. I am concerned about aircraft noise pollution	(21)	(27)	(37)	(44)	(22)
13. More of Croatan National Forest should be sold for development	(7)	(33)	(22)	(28)	(61)
14. Mobile homes should be limited to mobile home parks	(68)	(35)	(21)	(15)	(11)
15. I support the State's plan to build a new HWY 70 By-pass of Havelock	(64)	(27)	(20)	(20)	(19)
16. Private airlines should be allowed to use Cherry Point and the aircraft re-work facility	(26)	(34)	(23)	(19)	(38)

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: R5306A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft of altitude) 28 x 30 x 17,999
c. Distance from main airfield 10nm
d. Time en route from main airfield 3 min
e. Controlling agency Cherry Pt. RATCF
f. Scheduling agency Cherry Pt. Range/airspace Scheduling (SOTT)
g. Are canned/stereo airways needed to access air space? No, but VR1043/46 do provide training routes into the area
   - If so, how many?
   - If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage? Yes (Monitor)
i. Is the airspace under communications coverage? Yes
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. Number of sorties flown in FY 1993 11,758 (Figure from ATC 1993 Annual Report)
   - By Navy/USMC Estimated @ 80%=9406
   - By other services (including reserves and national guard) Estimated @ 20%=2352
m. Percent of sorties cancelled due to weather.
n. Number of available hours in FY 1993 8760
o. Number of scheduled hours in FY 1993 3100.5
   - By Navy/USMC Estimated @ 80%=2480.4
   - By other services (including reserves and national guard) Estimated @ 20%=620.1
p. Number of hours used 1128.6
   - By Navy/USMC Estimated @ 80%=902.9
   - By other services (including reserves and national guard) Estimated @ 20%=225.7
q. Types of training permitted FCF, LAT, NAV, ACM, NAVFRM, FAM
r. Is the training within this airspace affected by environmental issues? If so, how?
   Yes Noise sensitive areas, wetland concerns, wildlife refuges.

NOTE: DUE TO COMPUTER DOWNTIME, WORKLOAD, AND A ANTIQUATED INFLEXIBLE PROGRAM, DATA CONTAINED HEREIN SHALL CONTAIN DISPARITIES. WHERE ESTIMATED OR DATA SLIGHTLY DIFFERENT THAN THAT REQUESTED IS DUE TO SAID SYSTEM. ESTIMATES ARE BASED ON BASIC SCHEDULING STANDARD.

ATTACHMENT (5)

MONTHLY UTILIZATION FY 93

5306	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
-R-A-													
SKED	281.9	206.9	248.8	237.3	263.6	295.7	283.7	266.2	264.9	305.5	201.7	244.3	3100.5
UTIL	127.6	101.2	94.3	81.7	90.7	123.8	124.5	135.6	72.3	80.6	27.5	68.8	1128.6
ACFT	724	551	666	507	543	616	677	689	308	293	100	305	5979
BT09													
SKED	97.7	59.3	124.3	130.7	144.7	95	103	87	78	173.3	44	97.7	1244.7
UTIL	63	43	73.3	92.3	110	56	62.7	48.7	55	134.7	22.3	59	820
ACFT	175	133	188	70	154	163	155	133	103	109	62	143	1588
BT11													
SKED	243.7	181.7	189.7	219.3	229	240.7	197.7	211.7	197.3	274	151.3	205	2541.1
UTIL	145	109.3	102.3	131.3	152.7	148.7	136	134.7	120	191	85	131	1587
ACFT	504	357	332	498	486	400	357	529	334	469	226	308	4800
-O-													
SKED	36.7	49	64.9	109.5	92.5	54.3	40.4	17.2	87	140	54.7	41.3	787.5
UTIL	17	22.3	20	7.7	6.4	15	18.5	7.3	24.4	16.1	11.5	12.5	178.7
ACFT	57	57	51	17	21	47	57	23	62	44	32	33	501
HATF													
SKED	15	9.8	61.8	98.5	81.3	17.4	10.5	32	7.5	100.5	0	0	434.3
UTIL	5.7	2.1	2.9	0	.3	3.9	4.4	1	.9	.3	0	0	21.5
ACFT	22	5	5	0	1	16	10	3	2	1	0	0	65
TOWN													
SKED	107.3	89	70.7	114	103.7	88.3	136.2	67.3	106.7	114	117.3	93	1207.5
UTIL	63.7	53	53	52.7	65.7	54.7	107.9	52.3	72.7	78	77	57	787.7
ACFT	368	374	277	405	487	379	568	403	585	551	420	319	5136
TACI													
SKED	5	16.3	24.7	60	59	25	34.3	31.7	28.7	50	20.7	25.7	381.1
UTIL	4.7	10	8	35	36.3	10.7	19.3	22.7	17.7	30	13.7	19	227.1
ACFT	28	71	74	264	247	51	65	121	24	176	57	124	1302
-EW-													
SKED	60.3	39.5	77.3	104.1	105.3	92.8	71.7	95	109.8	85	54.2	65.5	960.5
UTIL	51	31	47.1	78.1	78.1	66.3	53	83.7	73.6	61.2	46.2	48.5	639.7
ACFT	234	127	180	448	471	178	146	292	195	291	130	148	2840

MONTHLY UTILIZATION FY 93

VR	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
1040 SKED	26	14	23	33	28	37	35	24	20	31	26	13	310
MSNS UTIL HRS	17.7	6.1	15.8	14.8	14	24.2	21.9	10.8	8.8	12.7	11	7.3	165.1
ACFT	46	35	40	51	48	54	58	51	56	79	55	30	603
1041 SKED	12	11	6	10	18	9	18	24	21	31	24	12	196
MSNS UTIL HRS	7.5	3.2	3.4	5.1	9.7	3.2	7.5	8.7	8.9	13.5	7.4	6.7	84.8
ACFT	21	27	15	29	39	22	34	74	53	71	51	21	457
1043 SKED	11	8	18	7	9	16	6	38	3	23	10	23	172
MSNS UTIL HRS	5.8	7	15.5	4.2	8.1	8.5	3.6	24.1	1.7	39.6	7	19.7	144.8
ACFT	17	15	31	18	17	72	16	296	5	76	17	75	655
1046 SKED	27	21	21	25	17	14	16	32	20	19	15	22	249
MSNS UTIL HRS	14.1	11.2	9.3	13.8	9.8	9	7.6	23.6	11.2	24.5	7.5	17.2	158.8
ACFT	52	47	42	36	22	19	40	266	47	57	22	60	710
IR23 SKED	0	1	1	0	1	2	9	2	1	1	0	2	20
MSNS UTIL HRS	0	1.7	.5	0	.5	.8	8.1	1.8	.6	.5	0	.9	15.4
ACFT	0	2	1	0	1	3	17	8	2	2	0	4	40
18V SKED HRS	17.8	2	5	4	13	17	20.5	8.5	26.5	15.5	4	7.5	141.3
UTIL HRS	3.8	5.5	1.5	7	13.8	4	2	2.2	1.2	0	0	0	41
ACFT	1	3	7	5	16	5	2	2	1	0	0	0	42
N SKED HRS	19.4	0	0	16	2.2	2.3	0	1	0	5.5	0	2	48.4
UTIL HRS	.8	0	0	21.7	.5	0	0	0	0	2.7	0	0	25.7
ACFT	1	0	0	32	1	0	0	0	0	10	0	0	44

P.02/02

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Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR1040

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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?
* i. Is the airspace under communications coverage?
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 310 Computer Entries
- By Navy/USMC Estimated @ 80%=248 " "
- By other services (including reserves and national guard) Estimated @ 20%=62 Computer Entrie

\+ m. Percent of sorties cancelled due to weather. Data Not Retained
n. Number of available hours in FY 1993 8760
\+ o. Number of scheduled hours in FY 1993 165.1
- By Navy/USMC Estimated @ 80%=132.1
- By other services (including reserves and national guard) Estimated @ 20%=33

p. Number of hours used 165.1
- By Navy/USMC Estimated @ 80%=132.1
- By other services (including reserves and national guard) Estimated @ 20%=33

q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* See Attachment A-1
\+ THERE ARE NO ENTRIES MADE TO OUR PRESENT SYSTEM WHEN A PILOT CANCELS AS IT IS ASSUMED THAT THE ROUTE WAS FLOWN AS REQUESTED OTHERWISE. THERE IS NO UPDATE PROGRAM FOR OUR ROUTES. EFFECTIVELY TIME SCHEDULED EQUALS TIME UTILIZED.

VR 1040	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
SKED MSNS	26	14	23	33	28	37	35	24	20	31	26	13	310
UTIL HRS	17.7	6.1	15.8	14.8	14	24.2	21.9	10.8	8.8	12.7	11	7.3	165.1
ACFT	46	35	40	51	48	54	58	51	56	79	55	30	603

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR1041

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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?
* i. Is the airspace under communications coverage?
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 196 Computer Entries
- By Navy/USMC Estimated @ 80%=157 Computer Entries
- By other services (including reserves and national guard) Estimated @ 20%=39 Computer Entries

\+ m. Percent of sorties cancelled due to weather. Data Not Retained.
n. Number of available hours in FY 1993 8760
\+ o. Number of scheduled hours in FY 1993 84.8
- By Navy/USMC Estimated @ 80%=67.8
- By other services (including reserves and national guard) Estimated @ 20%=17

p. Number of hours used SAME AS "O"
- By Navy/USMC " " "
- By other services (including reserves and national guard) SAME AS "O"

q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* A-2

1041													
SKED MSNS	12	11	6	10	18	9	18	24	21	31	24	12	196
UTIL HRS	7.5	3.2	3.4	5.1	9.7	3.2	7.5	8.7	8.9	13.5	7.4	6.7	84.8
ACFT	21	27	15	29	39	22	34	74	53	71	51	21	457

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR1043

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling (SOTT)
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?
* i. Is the airspace under communications coverage?
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 172 Computer Entries
- By Navy/USMC Estimated @ 80%=138 Computer Entries
- By other services (including reserves and national guard) Estimated @ 20%=34

\+ m. Percent of sorties cancelled due to weather. Data Not Retained
n. Number of available hours in FY 1993 5840 (16 hrs per day 0600-2300)
\+ o. Number of scheduled hours in FY 1993 144.8
- By Navy/USMC Estimated @ 80%=115.8
- By other services (including reserves and national guard) Estimated @ 20%=29

p. Number of hours used SAME AS "O"
- By Navy/USMC " " "
- By other services (including reserves and national guard) SAME AS "O"

q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* A-3

1043													
SKED MSNS	11	8	18	7	9	16	6	38	3	23	10	23	172
UTIL HRS	5.8	7	15.5	4.2	8.1	8.5	3.6	24.1	1.7	39.6	7	19.7	144.8
ACFT	17	15	31	18	17	72	16	296	5	76	17	75	655

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR1046

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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?
* i. Is the airspace under communications coverage?
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 249 Computer Entries
- By Navy/USMC Estimated @ 80%=199 " "
- By other services (including reserves and national guard) Estimated @ 20%=50 Computer Entries

\+ m. Percent of sorties cancelled due to weather. Data Not Retained
n. Number of available hours in FY 1993 3132 (12 hrs per day M-F 0600-1800)
\+ o. Number of scheduled hours in FY 1993 158.8
- By Navy/USMC Estimated @ 80%= 127
- By other services (including reserves and national guard) Estimated @ 20%=31.8

p. Number of hours used SAME AS "O"
- By Navy/USMC " " "
- By other services (including reserves and national guard) SAME AS "O"

q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* A-4

1046													
SKED MSNS	27	21	21	25	17	14	16	32	20	19	15	22	249
UTIL HRS	14.1	11.2	9.3	13.8	9.8	9	7.6	23.6	11.2	24.5	7.5	17.2	158.8
ACFT	52	47	42	36	22	19	40	266	47	57	22	60	710

VFR MILITARY TRAINING ROUTES (VR)

I. General. VRs are developed by DOD to provide for military operational and training requirements that cannot be met under the terms of FAR 91.117 (Aircraft Speed). Accordingly, the FAA has issued a waiver to DOD to permit operation of an aircraft below 10,000 feet MSL in excess of 250 knots indicated airspeed along DOD developed and published VFR routes.

II. Route Development. Routes shall be developed using the procedures and criteria specified in FAA Handbook 7610.4 (Special Military Operation). MTR's that include one or more segments above 1500' AGL shall be identified by three number characters; e.g., IR–206, VR–207. MTR's with no segment above 1500' AGL shall be identified by four number characters; e.g., IR–1206, VR–1207.

III. Scheduling and Coordination.

A. Routes shall not be flown unless scheduled through the designated originating/scheduling activity listed in the route description.

B. See FAA Handbook 7610.4 for scheduling and coordination requirements.

IV. Flight Plans. Operations to and from VRs should be conducted on an IFR flight plan. Pilots operating on an IFR flight plan to a VR shall file to the fix/radial/distance (FRD) of their entry/alternate entry point. Pilots transitioning to IFR upon exiting a VR shall file the FRD of the exit/alternate exit point.

V. In Flight.

A. Route adherence/speed.

1. Pilots shall be responsible for remaining within the confines of the route. When exiting vertically or laterally below 10,000 feet MSL, comply with FAR 91.117 (Aircraft Speed) or the current exemption granted to DOD.

2. When practicable, avoid flight within 1500 feet AGL or 3 NM of airports.

3. Flights shall be conducted at the minimum speed compatible with mission requirements.

> **CAUTION: Pilots flying an MTR in visual meteorological conditions (VMC) are responsible for maintaining obstacle clearance and compliance with AFR 60–16 or OPNAVINST 3710.7 regardless of the route's published altitude(s).**

B. Weather. Operations on VRs shall be conducted only when the weather is at or above VFR minima, except that:

1. Flight visibility shall be five miles or more.

2. Flights shall not be conducted below a ceiling of less than 3000 feet AGL.

C. Communications. Pilots should monitor 255.4 MHz while on VRs when it is not detrimental to the mission accomplishment.

D. Transponder. Pilots of aircraft operating on a VR route will adjust their transponder to Code 4000 unless otherwise assigned by ATC.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As asgn to	A	MEI 356/9	32°32.0'N 88°48.0'W
05 AGL B 15 AGL to	B	MEI 308/37	32°48.0'N 89°21.0'W
05 AGL B 15 AGL to	C	MEI 326/56	33°12.0'N 89°21.0'W
05 AGL B 15 AGL to	D	MEI 315/75	33°20.0'N 89°45.0'W
05 AGL B 15 AGL to	E	JAN 062/29	32°42.0'N 89°38.0'W
05 AGL B 15 AGL to	F	JAN 113/24	32°19.0'N 89°45.0'W
05 AGL B 15 AGL to	G	MEI 230/27	32°07.5'N 89°14.0'W
05 AGL B 15 AGL to	H	MEI 191/28	31°56.0'N 88°57.0'W
05 AGL B 15 AGL to	I	MVC 341/29	31°56.0'N 87°30.0'W
05 AGL B 15 AGL to	J	MVC 341/42	32°08.0'N 87°34.0'W
05 AGL B 15 AGL to	K	MEI 106/41	32°08.0'N 88°03.0'W
05 AGL B 15 AGL to	L	MEI 105/16	32°17.0'N 88°30.0'W

ROUTE WIDTH – 5 NM either side of centerline from A to D; 8 NM right and 5 NM left of centerline from D to F; and 5 NM either side of centerline from F to K.

Special Operating Procedures:

(1) 1549' MSL tower located at 32°34'17"N 88°53'12"W.
(2) Aircraft are required to transmit in the blind on 267.9 MHz their intention to transit the Camden Ridge MOA prior to Point G.
(3) Alternate Entry: Points F and G.
(4) Alternate Exit: Point G.

FSS's Within 100 NM Radius:

ANB, BHM, CEW, DHN, DRI, GWO, JAN, MCB, MEI, MGM, MKL, MOB, MSL

VR-1039

ORIGINATING/SCHEDULING ACTIVITY: FACSFACJAX, P. O. Box 40, NAS Jacksonville, FL 32212 AUTOVON 942-2551. Commercial (904)779-3455, 1-800-874-5059.

HOURS OF OPERATION: Continuous.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OMN 270/34	29°18.0'N 81°46.0'W
01 AGL B 08 AGL to	B	OMN 257/35	29°10.0'N 81°46.0'W

ROUTE WIDTH – 2 NM either side of centerline A to B.

Special Operating Procedures:

(1) Use restricted to close air support (CAS) training flights only for units scheduled on both R-2907A, B and R-2910.
(2) Do not overfly central Tower located near point B.
(3) Entry into A may be offset 2 NM to the North.
(4) 256' AGL Tower located 4 NM West of A.

FSS's Within 100 NM Radius:

GNV, JAX, PIE

VR-1040

ORIGINATING ACTIVITY: CG MCAS CHERRY POINT, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

SCHEDULING ACTIVITY: Central Scheduling Division (0800-1700 Mon-Fri) MCAS CHERRY POINT CENTRAL SCHEDULING CENTER, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ILM 229/36	33°54.0'N 78°22.0'W
05 AGL B 15 AGL to	B	ILM 292/20	34°26.1'N 78°16.0'W
02 AGL B 15 AGL to	C	FLO 072/37	34°27.0'N 78°58.0'W
02 AGL B 15 AGL to	D	FLO 190/29	33°45.0'N 79°44.0'W
02 AGL B 15 AGL to	E	CHS 022/39	33°31.0'N 79°49.0'W
02 AGL B 15 AGL to	F	CHS 015/27	33°20.0'N 79°57.0'W
05 AGL B 15 AGL to	G	CHS 318/23	33°09.0'N 80°22.0'W
05 AGL B 15 AGL to	H	NBC 129/15	32°20.0'N 80°28.0'W
05 AGL B 15 AGL to	I	SAV 151/18	31°54.0'N 80°56.0'W
02 AGL B 15 AGL to	J	SSI 030/31	31°31.0'N 81°11.0'W
02 AGL B 15 AGL to	K	CRG 106/24	30°15.0'N 81°04.0'W
02 AGL B 15 AGL to	L	OMN 345/25	29°42.0'N 81°14.0'W
02 AGL B 15 AGL to	M	OMN 288/19	29°24.0'N 81°27.0'W
02 AGL B 15 AGL to	N	OMN 283/22	29°23.0'N 81°31.0'W

ROUTE WIDTH – 2 NM either side of centerline from A to D; 3 NM left and 1 NM right of centerline from D to E; 3 NM either side of centerline from E to H; 4 NM left and 1 NM right of centerline from H to I; 3 NM either side of centerline from I to N.

Special Operating Procedures:

(1) CAUTION: Intensive civil aircraft near Hilton Head Airport.
(2) CAUTION: Intensive low altitude helicopter ops between Point J to L in W-158E and W-158F.
(3) Alternate Entry: B, G, H and I.
(4) Alternate Exit: H, I, L, and M.
(5) 2049 MSL tower located at 34°07'51"N 78°11'16"W.
(6) 1049' AGL antenna tower located at 33°05'06"N 80°22'14"W less than 1 NM off centerline, between Points G and H.
(7) Do not fly within 1 NM of Harbor, Hunting or Fripp Islands (near Point H) below 1500' AGL.
(8) 1250' AGL antenna located 32°25'07"N 80°28'24"W 1 NM right of centerline approaching Point H.
(9) Noise sensitive area: vicinity of 32°41'25"N 80°25'38"W. Remain 1 NM west of centerline between Pt G and H.
(10) Penetration of FACSFAC JAX OPAREA requires approval from Point H to Point L. AUTOVON 942-2551 or C800-874-5059.
(11) Noise sensitive area in the vicinity of 31°54.0'N 80°56.0'W. Remain 1 NM East of "Tybee Island/Savannah Beach" area.
(12) Minimum altitude 1000' AGL from 32°46.0'N 80°25.0'W to 32°32.0'N 80°27.0'W between Points G and H. Ace Basin National Wildlife Refuge and Bear Island Wildlife Management Area are in vicinity of 32°40.0'N 80°25.0'W.

FSS's Within 100 NM Radius:

AND, CHS, EWN, FLO, GNV, HKY, JAX, MCN, PIE, RDU, RWI, SJU

VR-1041

ORIGINATING ACTIVITY: CG MCAS CHERRY POINT, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

SCHEDULING ACTIVITY: Central Scheduling Division, (0800-1700 Mon-Fri) MCAS Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	NBC 114/18	32°23.0'N 80°23.0'W
See Special Operating			
Procedures	B	CHS 159/16	32°39.0'N 79°54.0'W
02 AGL B 15 AGL to	C	CHS 085/36	33°00.0'N 79°20.0'W
02 AGL B 15 AGL to	D	CHS 077/43	33°07.0'N 79°14.0'W
02 AGL B 15 AGL to	E	CHS 060/36	33°14.0'N 79°27.0'W
02 AGL B 15 AGL to	F	CHS 015/27	33°20.0'N 79°57.0'W
05 AGL B 15 AGL to	G	CHS 318/23	33°09.0'N 80°22.0'W
05 AGL B 15 AGL to	H	NBC 068/15	32°36.0'N 80°26.0'W
05 AGL B 15 AGL to	I	NBC 114/18	32°23.0'N 80°23.0'W
05 AGL B 10 AGL to	J	SAV 151/18	31°54.0'N 80°56.0'W
02 AGL B 15 AGL to	K	SSI 030/31	31°31.0'N 81°11.0'W
02 AGL B 15 AGL to	L	CRG 106/24	30°15.0'N 81°04.0'W
02 AGL B 15 AGL to	M	OMN 345/25	29°42.0'N 81°14.0'W
02 AGL B 15 AGL to	N	OMN 288/19	29°24.0'N 81°27.0'W
02 AGL B 15 AGL to	O	OMN 283/22	29°23.0'N 81°31.0'W

ROUTE WIDTH – 3 NM either side of centerline from Pt A to Pt H; 3 NM right and 1 NM left of centerline from Pt H to Pt I; 1 NM right and 4 NM left of centerline from Pt I to Pt J; 3 NM either side of centerline from Pt J to Pt O.

Special Operating Procedures:

(1) 1500' AGL until 3 NM past Point A and then maintain 200' AGL to 1500' AGL. Do not fly closer than 1 NM from the coast at Point B below 1500' AGL.

(2) Do not fly within 1 NM of Harbor, Hunting or Fripp Islands (Near Points A/I) below 1500' AGL.

(3) CAUTION: Intensive civil aircraft ops near Hilton Head Airport.

(4) CAUTION: Intensive low altitude helicopter ops between Points J and L in W-158E and W-158F.

(5) Alternate Entry: Points D, G, H and I.

(6) Alternate Exit: Points E, F, H, I, L, and M.

(7) Penetration of FACSFAC JAX OPAREA requires approval from Point I to Point M. AUTOVON 942-2551 or C800-874-5059.

(8) 1049' AGL tower located at 33°05'06"N 80°22'14"W, less than 1 NM off centerline, between Points G and H.

(9) Noise sensitive area: vicinity of 32°41'25"N 80°25'38"W. Remain 1 NM west of centerline between Pt G and H. See note (8).

(10) Noise sensitive area in the vicinity of 31°54.0'N 80°56.0'W. Remain East of "Tybee Island/Savannah Beach" area.

(11) Minimum Altitude 1000' AGL from 32°46.0'N 80°25.0'W to 32°32.0'N 80°25.0'W between Points G and I. Ace Basin National Wildlife Refuge and Bear Island Wildlife Management Area are in vicinity of 32°40.0'N 80°25.0'W.

FSS's Within 100 NM Radius:

AND, CHS, FLO, GNV, JAX, MCN, PIE

VR-1043

ORIGINATING ACTIVITY: CG MCAS CHERRY POINT, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

SCHEDULING ACTIVITY: Central Scheduling Division MCAS, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

HOURS OF OPERATION: 0700-2300 local daily.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	NKT 266/10	34°52.0'N 77°04.0'W
(See Special			
Operating Procedures)	B	NKT 220/28	34°30.0'N 77°10.0'W
02 AGL B 15 AGL to	C	ILM 193/33	33°48.3'N 77°56.6'W
05 AGL B 15 AGL to	D	ILM 229/36	33°54.0'N 78°22.0'W
05 AGL B 15 AGL to	E	ILM 292/20	34°26.1'N 78°16.0'W
02 AGL B 15 AGL to	F	FLO 072/37	34°27.0'N 78°58.0'W
02 AGL B 15 AGL to	G	FLO 026/20	34°32.0'N 79°30.0'W
02 AGL B 15 AGL to	H	FLO 316/31	34°35.0'N 80°07.0'W
02 AGL B 15 AGL to	I	FLO 293/32	34°25.0'N 80°16.0'W
02 AGL B 15 AGL to	J	FLO 236/21	34°01.0'N 80°00.0'W
02 AGL B 15 AGL to	K	FLO 121/23	34°03.0'N 79°15.0'W
02 AGL B 15 AGL to	L	ILM 249/43	34°01.0'N 78°38.0'W
02 AGL B 15 AGL to	M	ILM 191/16	34°05.0'N 77°54.0'W
(See Special			
Operating Procedures)	N	NKT 147/26	34°35.0'N 76°32.0'W
05 AGL B 15 AGL to	N1	NKT 125/20	34°45.5'N 076°31.0'W

ROUTE WIDTH – 2 NM either side of centerline from A to I; 1 NM either side of centerline from I to K; 2 NM either side of centerline from K to O.

Special Operating Procedures:

(1) Minimum altitude 1000' AGL from A until 15 NM past A.

(2) Penetration of W-122H (Pt B to Pt C, Pt M to Pt N) requires approval from FACSFAC VACAPES, Oceana, VA.

(3) Alternate Entry: D, E and K.

(4) Alternate Exit: C, M and N.

(5) 2049' MSL Tower located at 34°07'51"N 78°11'16"W.

(6) Minimum altitude 1000' AGL From K until 10 NM past K.

(7) Minimum altitude 1500' AGL from 20 NM prior to M until 5 NM past M. (Noise Sensitive Area).

(8) Minimum altitude N to N1 750' AGL (Noise Sensitive Area 34°47'00"N 076°34'00"W.

(9) Note: 1 June to 1 Sept: Minimum altitude 1500' AGL 5 NM prior to N until N1, Sat-Sun (Noise Sensitive Area).

(10) Aircraft scheduled R5306A shall contact TROJAN 362.8 MHz with mission number, call sign, area, and altitude requested, including sub-areas no later than Point N for possible altitude restriction and discreet squawk. (NOTE: Altitude approval in R5306A does not constitute clearance on the targets), Cherry Targets (BT-11 324.9 MHz) (BT-9 337.0 MHz).

(11) Avoid towns and populated areas by 1 NM or overfly 1000' AGL. Avoid airports by 3 NM or overly 1500' AGL.

(12) Between Point F and Point G: VR87 crosses left to right 5 NM prior to Point G.

(13) If not scheduled into R5306A exit Point N.

(14) Tie-in FSS: EWN 255.4 MHz.

FSS's Within 100 NM Radius:

AND, CHS, ECG, EWN, FLO, HKY, PHF, RDU, RWI

VR-1046

ORIGINATING ACTIVITY: CG MCAS CHERRY POINT, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

SCHEDULING ACTIVITY: Central Scheduling Division MCAS, Cherry Point, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

HOURS OF OPERATION: 0600-1800 local Mon-Fri.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	NKT 250/17	34°46.0'N 77°10.0'W
15 AGL	B	NKT 276/19	34°53.0'N 77°15.0'W
(See Special Operating Procedures)	C	GSB 144/21	35°06.0'N 77°38.0'W
02 AGL B 15 AGL	D	GSB 216/20	35°03.0'N 78°07.0'W
02 AGL B 15 AGL	E	GSB 277/33	35°20.0'N 78°36.0'W
15 AGL	F	RDU 150/15	35°40.0'N 78°37.0'W
15 AGL	G	RDU 073/18	35°59.0'N 78°26.0'W
02 AGL B 15 AGL	H	RDU 072/31	36°04.0'N 78°12.0'W
02 AGL B 15 AGL	I	TYI 001/9	36°08.0'N 77°43.0'W
05 AGL B 15 AGL	J	TYI 098/32	35°57.0'N 77°03.0'W
05 AGL B 15 AGL	K	NKT 010/41	35°35.0'N 76°52.0'W
05 AGL B 15 AGL	L	NKT 012/24	35°18.0'N 76°51.0'W
05 AGL B 15 AGL	L1	NKT 027/21	35°14.0'N 76°44.5'W

ROUTE WIDTH – 1 NM either side of centerline.

Special Operating Procedures:

(1) Minimum altitude 1500 ft AGL until 6 NM past B (extensive helicopter activity) then 02 AGL B 15 AGL to C.
(2) Alternate Entry: C, E, H and L.
(3) Alternate Exit: E, K and L.
(4) Aircraft entering at Pt E, avoid overflight of Dunn, NC.
(5) Alternate entry at Pt L, authorized for transition from VR-1074.
(6) Points E, F to G noise sensitve.
(7) Minimum altitude 10 AGL B 15 AGL 5 NM prior to Pt K until 5 NM post Pt K.
(8) Minimum altitude 05 AGL B 15 AGL from Pt L to Pt L1.
(9) Aircraft scheduled R5306A shall contact TROJAN 362.8 MHz with mission number, call-sign, area and altitude requested, including sub-areas for altitude approval and discreet squawk. (NOTE: Altitude approval in R5306A does not constitute clearance on the targets). Cherry Targets (BT-11 324.9 MHz) (BT-9 337.0 MHz).
(10) Avoid towns and populated areas by 1 NM or overfly 1000' AGL. Avoid airports by 3 NM or overfly 1500' AGL.
(11) If not scheduled into R5306A exit Point L.
(12) Tie-in FSS: EWN 255.4 MHz.

FSS's Within 100 NM Radius:
ECG, EWN, FLO, HKY, PHF, RDU, RWI

VR-1049

ORIGINATING ACTIVITY: 363 TFW/DOOA, Shaw AFB, SC 29152 AUTOVON 965-3250.

SCHEDULING ACTIVITY: 363 TFW/DOO (Advance/Same Day), Shaw AFB, SC 29152 AUTOVON 965-3083, after hours AUTOVON 965-3339.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	DBN 059/44	32°56.5'N 82°06.0'W
01 AGL B 15 AGL to	B	DBN 051/38	32°58.2'N 82°15.0'W
01 AGL B 15 AGL to	C	DBN 025/31	33°02.0'N 82°35.0'W
Alternate Exit/Entry: B			
01 AGL B 15 AGL to	B	DBN 051/38	32°58.2'N 82°15.0'W
01 AGL B 15 AGL to	B1	DBN 043/47	33°08.0'N 82°12.5'W
01 AGL B 15 AGL to	B2	DBN 037/50	33°14.5'N 82°15.1'W
01 AGL B 15 AGL to	B3	DBN 034/51	33°16.5'N 82°16.2'W
01 AGL B 15 AGL to	B4	DBN 030/52	33°18.8'N 82°19.8'W

TERRAIN FOLLOWING OPERATION: Authorized entire route.

ROUTE WIDTH – 10 NM left and 9 NM right of centerline from A to C; for R-3004 ingress from B to B4. 3 NM left of centerline. 4 NM right of centerline.

Special Operating Procedures:

(1) Use of VR-1049 authorized only when flight is scheduled to operate in Bulldog 'D' MOA and restricted area R-3004.
(2) Alternate Entry-Points B, B2 (B2 authorized for re-entry to R-3004 only.)
(3) Alternate Exit- Point B.
(4) Caution: Opposite direction MTR traffic on VR-1004 in vicinity of Point C (deconflict AUTOVON 942-2525).
(5) Minimum altitude 300' AGL during July, August and September, A-C and B-B4.
(6) Contact scheduling agency for additional avoidance and sensitive areas.
(7) Use of B-B4 authorized only when scheduled to operate in Bulldog 'D' MOA and R-3004.
(8) AVOID: Louisville and Louisville Airport by 1500'/3 NM.
(9) AVOID: Stork Rookery 32°52'N 82°02'W by 1500'/1 NM.
(10) AVOID: 32°41.1'N 80°07.7'W 1000' AGL 1 NM, 14 towers with cable in between.
(11) Information as of Jun 88.
(12) Aircrews are encouraged to order a chummed map from the originating activity. The proliferation of towers within the low level route structure dictates this course of action. Updates will be via 363 TFW/DOO route briefings and bi-annual MTR surveys.

FSS's Within 100 NM Radius:
AND, CHS, FLO, MCN

VR-1050

ORIGINATING/SCHEDULING ACTIVITY: 117 Recon Wing 5401 East Lake Blvd., Birmingham, AL 35217-3595 DSN 778-2441, C205-841-9441.

HOURS OF OPERATION: 1300-0500Z – + daily.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	VUZ 001/16	33°56.0'N 86°53.0'W
15 AGL to	B	HAB 105/16	34°07.0'N 87°42.0'W
01 AGL B 15 AGL to	C	MSL 296/36	34°59.0'N 88°09.0'W
01 AGL B 15 AGL to	D	GHM 183/33	35°17.0'N 87°31.0'W
01 AGL B 15 AGL to	E	DYR 136/55	35°19.0'N 88°35.0'W
01 AGL B 15 AGL to	F	HLI 054/41	35°08.0'N 88°48.0'W
01 AGL B 15 AGL to	G	HLI 115/36	34°29.0'N 88°51.0'W

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: IR023

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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
i. Is the airspace under communications coverage? Yes
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 40 acft
- By Navy/USMC Estimated @ 80%=32 acft
- By other services (including reserves and national guard) Estimated @ 20%=8 acft

\+ m. Percent of sorties cancelled due to weather. Data not retained.
n. Number of available hours in FY 1993 8760
\+ o. Number of scheduled hours in FY 1993 15.4
- By Navy/USMC Estimated @ 80%=12.3
- By other services (including reserves and national guard) Estimated @ 20%=3.1

p. Number of hours used SAME AS "O"
- By Navy/USMC " " "
- By other services (including reserves and national guard) SAME AS "O"

q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* SEE ATTACHMENTS

IR23													
SKED MSNS	0	1	1	0	1	2	9	2	1	1	0	2	20
UTIL HRS	0	1.7	.5	0	.5	.8	8.1	1.8	.6	.5	0	.9	15.4
ACFT	0	2	1	0	1	3	17	8	2	2	0	4	40

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: R5306C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft of altitude) 12 x 16 x 1200-17999'
c. Distance from main airfield 10nm
d. Time en route from main airfield 3 min
e. Controlling agency Cherry Pt. RATCF
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
g. Are canned/stereo airways needed to access air space? No, but VR1043/46 initial entry pts fall within "C" area when "C" area is activated.
   - If so, how many?
   - If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage? Yes
i. Is the airspace under communications coverage? Yes
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. Number of sorties flown in FY 1993 938 (Figure from ATC 1993 Annual Report)
   - By Navy/USMC Estimated @ 80%=750 acft
   - By other services (including reserves and national guard) Estimated @ 20%=188 acft
m. Percent of sorties cancelled due to weather. 50%
n. Number of available hours in FY 1993 8760
o. Number of scheduled hours in FY 1993 787.5
   - By Navy/USMC Estimated @ 80%=630
   - By other services (including reserves and national guard) Estimated @ 20%=157.5
p. Number of hours used 591 (estimated @ 75% of scheduled)
   - By Navy/USMC Estimated @ 80%=472.8
   - By other services (including reserves and national guard) Estimated @ 20%=118.2
q. Types of training permitted LAT, HOLDING
r. Is the training within this airspace affected by environmental issues? If so, how? None Known

MONTHLY UTILIZATION FY 93

R 5306	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
-A-													
SKED	281.9	206.9	248.8	237.3	263.6	295.7	283.7	266.2	264.9	305.5	201.7	244.3	3100.5
UTIL	127.6	101.2	94.3	81.7	90.7	123.8	124.5	135.6	72.3	80.6	27.5	68.8	1128.6
ACFT	724	551	666	507	543	616	677	689	308	293	100	305	5979
BT09													
SKED	97.7	59.3	124.3	130.7	144.7	95	103	87	78	173.3	44	97.7	1244.7
UTIL	63	43	73.3	92.3	110	56	62.7	48.7	55	134.7	22.3	59	820
ACFT	175	133	188	70	154	163	155	133	103	109	62	143	1588
BT11													
SKED	243.7	181.7	189.7	219.3	229	240.7	197.7	211.7	197.3	274	151.3	205	2541.1
UTIL	145	109.3	102.3	131.3	152.7	148.7	136	134.7	120	191	85	131	1587
ACFT	504	357	332	498	486	400	357	529	334	469	226	308	4800
-C-													
SKED	36.7	49	64.9	109.5	92.5	54.3	40.4	17.2	87	140	54.7	41.3	787.5
UTIL	17	22.3	20	7.7	6.4	15	18.5	7.3	24.4	16.1	11.5	12.5	178.7
ACFT	57	57	51	17	21	47	57	23	62	44	32	33	501
HATF													
SKED	15	9.8	61.8	98.5	81.3	17.4	10.5	32	7.5	100.5	0	0	434.3
UTIL	5.7	2.1	2.9	0	.3	3.9	4.4	1	.9	.3	0	0	21.5
ACFT	22	5	5	0	1	16	10	3	2	1	0	0	65
TOWN													
SKED	107.3	89	70.7	114	103.7	88.3	136.2	67.3	106.7	114	117.3	93	1207.5
UTIL	63.7	53	53	52.7	65.7	54.7	107.9	52.3	72.7	78	77	57	787.7
ACFT	368	374	277	405	487	379	568	403	585	551	420	319	5136
TACI													
SKED	5	16.3	24.7	60	59	25	34.3	31.7	28.7	50	20.7	25.7	381.1
UTIL	4.7	10	8	35	36.3	10.7	19.3	22.7	17.7	30	13.7	19	227.1
ACFT	28	71	74	264	247	51	65	121	24	176	57	124	1302
-EW-													
SKED	60.3	39.5	77.3	104.1	105.3	92.8	71.7	95	109.8	85	54.2	65.5	960.5
UTIL	51	31	47.1	78.1	78.1	66.3	53	83.7	73.6	61.2	46.2	48.5	639.7
ACFT	234	127	180	448	471	178	146	292	195	291	130	148	2840

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MONTHLY UTILIZATION FY 93

VR	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
1040													
SKED	26	14	23	33	28	37	35	24	20	31	26	13	310
MSNS													
UTIL HRS	17.7	6.1	15.8	14.8	14	24.2	21.9	10.8	8.8	12.7	11	7.3	165.1
ACFT	46	35	40	51	48	54	58	51	56	79	55	30	603
1041													
SKED	12	11	6	10	18	9	18	24	21	31	24	12	196
MSNS													
UTIL HRS	7.5	3.2	3.4	5.1	9.7	3.2	7.5	8.7	8.9	13.5	7.4	6.7	84.8
ACFT	21	27	15	29	39	22	34	74	53	71	51	21	457
1043													
SKED	11	8	18	7	9	16	6	38	3	23	10	23	172
MSNS													
UTIL HRS	5.8	7	15.5	4.2	8.1	8.5	3.6	24.1	1.7	39.6	7	19.7	144.8
ACFT	17	15	31	18	17	72	16	296	5	76	17	75	655
1046													
SKED	27	21	21	25	17	14	16	32	20	19	15	22	249
MSNS													
UTIL HRS	14.1	11.2	9.3	13.8	9.8	9	7.6	23.6	11.2	24.5	7.5	17.2	158.8
ACFT	52	47	42	36	22	19	40	266	47	57	22	60	710
IR23													
SKED	0	1	1	0	1	2	9	2	1	1	0	2	20
MSNS													
UTIL HRS	0	1.7	.5	0	.5	.8	8.1	1.8	.6	.5	0	.9	15.4
ACFT	0	2	1	0	1	3	17	8	2	2	0	4	40
18V													
SKED	17.8	2	5	4	13	17	20.5	8.5	26.5	15.5	4	7.5	141.3
HRS													
UTIL HRS	3.8	5.5	1.5	7	13.8	4	2	2.2	1.2	0	0	0	41
ACFT	1	3	7	5	16	5	2	2	1	0	0	0	42
—N													
SKED	19.4	0	0	16	2.2	2.3	0	1	0	5.5	0	2	48.4
HRS													
UTIL HRS	.8	0	0	21.7	.5	0	0	0	0	2.7	0	0	25.7
ACFT	1	0	0	32	1	0	0	0	0	10	0	0	44

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Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: HATTERAS-FOX

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft of altitude) 10 x 13 x 3000-13000'
c. Distance from main airfield 31nm
d. Time en route from main airfield 10 min
e. Controlling agency Cherry Pt. RATCF
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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
i. Is the airspace under communications coverage? Yes
j. Number of low level airways (below 18,000 ft) that bisect airspace None Known
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 132 (Figure from ATC 1993 Annual Report)
   - By Navy/USMC Estimated @ 80%=106
   - By other services (including reserves and national guard) Estimated @ 20%=26
m. Percent of sorties cancelled due to weather. 5%
n. Number of available hours in FY 1993 8760
o. Number of scheduled hours in FY 1993 434.3
   - By Navy/USMC Estimated @ 80%=347.4
   - By other services (including reserves and national guard) Estimated @ 20%=86.9
p. Number of hours used 217 (estimated @ 50%)
   - By Navy/USMC Estimated @ 80%=173.6
   - By other services (including reserves and national guard) Estimated @ 20%=43.4
q. Types of training permitted FAM, ACRO, FCF
r. Is the training within this airspace affected by environmental issues? If so, how? None Known

MONTHLY UTILIZATION FY 93

R 5306	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
-A- SKED	281.9	206.9	248.8	237.3	263.6	295.7	283.7	266.2	264.9	305.5	201.7	244.3	3100.5
UTIL	127.6	101.2	94.3	81.7	90.7	123.8	124.5	135.6	72.3	80.6	27.5	68.8	1128.6
ACFT	724	551	666	507	543	616	677	689	308	293	100	305	5979
BT09 SKED	97.7	59.3	124.3	130.7	144.7	95	103	87	78	173.3	44	97.7	1244.7
UTIL	63	43	73.3	92.3	110	56	62.7	48.7	55	134.7	22.3	59	820
ACFT	175	133	188	70	154	163	155	133	103	109	62	143	1588
BT11 SKED	243.7	181.7	189.7	219.3	229	240.7	197.7	211.7	197.3	274	151.3	205	2541.1
UTIL	145	109.3	102.3	131.3	152.7	148.7	136	134.7	120	191	85	131	1587
ACFT	504	357	332	498	486	400	357	529	334	469	226	308	4800
-O- SKED	36.7	49	64.9	109.5	92.5	54.3	40.4	17.2	87	140	54.7	41.3	787.5
UTIL	17	22.3	20	7.7	6.4	15	18.5	7.3	24.4	16.1	11.5	12.5	178.7
ACFT	57	57	51	17	21	47	57	23	62	44	32	33	501
HATF SKED	15	9.8	61.8	98.5	81.3	17.4	10.5	32	7.5	100.5	0	0	434.3
UTIL	5.7	2.1	2.9	0	.3	3.9	4.4	1	.9	.3	0	0	21.5
ACFT	22	5	5	0	1	16	10	3	2	1	0	0	65
TOWN SKED	107.3	89	70.7	114	103.7	88.3	136.2	67.3	106.7	114	117.3	93	1207.5
UTIL	63.7	53	53	52.7	65.7	54.7	107.9	52.3	72.7	78	77	57	787.7
ACFT	368	374	277	405	487	379	568	403	585	551	420	319	5136
TACI SKED	5	16.3	24.7	60	59	25	34.3	31.7	28.7	50	20.7	25.7	381.1
UTIL	4.7	10	8	35	36.3	10.7	19.3	22.7	17.7	30	13.7	19	227.1
ACFT	28	71	74	264	247	51	65	121	24	176	57	124	1302
-EW- SKED	60.3	39.5	77.3	104.1	105.3	92.8	71.7	95	109.8	85	54.2	65.5	960.5
UTIL	51	31	47.1	78.1	78.1	66.3	53	83.7	73.6	61.2	46.2	48.5	634.7
ACFT	234	127	180	448	471	178	146	292	195	291	130	148	2840

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13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

Range Name: BT-9

a. Location (city/county and state) Pamlico Co., NC
b. Distance from main airfield 28nm
c. Time en route from main airfield 10 min
d. Controlling agency Cherry Pt. RATCF & Cherry Targets
e. Scheduling agency Cherry Pt. Range/Airspace Scheduling (SOTT)
f. Are canned/stereo airways needed to access air space? No, but there are two VR routes that terminate in R5306A.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes (monitor only)
h. Is the airspace under communications coverage? Yes
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. Number of sorties flown in FY 1993 1588 acft
   - By Navy/USMC Estimated @ 80%=1270 acft
   - By other services (including reserves and national guard) Estimated @ 20%=318 acft
l. Percent of sorties cancelled due to weather. 37%
m. Number of available hours in FY 1993 8760
n. Number of scheduled hours in FY 1993 1244.7
   - By NavyUSMC 956.5
   - By other services (including reserves and national guard) 288.2
o. Number of hours used 820
   - By Navy/USMC 646.3
   - By other services (including reserves and national guard) 173.7
p. Types of training permitted DIVBM, ACM, EW, TACTS, FAM, NDBS
q. Is the training within this airspace impeded by environmental issues? No

14. Is land and/or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. No

ATTACHMENT (6)

MONTHLY UTILIZATION FY 93

R 5306	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
-A SKED	281.9	206.9	248.8	237.3	263.6	295.7	283.7	266.2	264.9	305.5	201.7	244.3	3100.5
UTIL	127.6	101.2	94.3	81.7	90.7	123.8	124.5	135.6	72.3	80.6	27.5	68.8	1128.6
ACFT	724	551	666	507	543	616	677	689	308	293	100	305	5979
BT09 SKED	97.7	59.3	124.3	130.7	144.7	95	103	87	78	173.3	44	97.7	1244.7
UTIL	63	43	73.3	92.3	110	56	62.7	48.7	55	134.7	22.3	59	820
ACFT	175	133	188	70	154	163	155	133	103	109	62	143	1588
BT11 SKED	243.7	181.7	189.7	219.3	229	240.7	197.7	211.7	197.3	274	151.3	205	2541.1
UTIL	145	109.3	102.3	131.3	152.7	148.7	136	134.7	120	191	85	131	1587
ACFT	504	357	332	498	486	400	357	529	334	469	226	308	4800
-C SKED	36.7	49	64.9	109.5	92.5	54.3	40.4	17.2	87	140	54.7	41.3	787.5
UTIL	17	22.3	20	7.7	6.4	15	18.5	7.3	24.4	16.1	11.5	12.5	178.7
ACFT	57	57	51	17	21	47	57	23	62	44	32	33	501
HATF SKED	15	9.8	61.8	98.5	81.3	17.4	10.5	32	7.5	100.5	0	0	434.3
UTIL	5.7	2.1	2.9	0	.3	3.9	4.4	1	.9	.3	0	0	21.5
ACFT	22	5	5	0	1	16	10	3	2	1	0	0	65
TOWN SKED	107.3	89	70.7	114	103.7	88.3	136.2	67.3	106.7	114	117.3	93	1207.5
UTIL	63.7	53	53	52.7	65.7	54.7	107.9	52.3	72.7	78	77	57	787.7
ACFT	368	374	277	405	487	379	568	403	585	551	420	319	5136
TACI SKED	5	16.3	24.7	60	59	25	34.3	31.7	28.7	50	20.7	25.7	381.1
UTIL	4.7	10	8	35	36.3	10.7	19.3	22.7	17.7	30	13.7	19	227.1
ACFT	28	71	74	264	247	51	65	121	24	176	57	124	1302
-EW SKED	60.3	39.5	77.3	104.1	105.3	92.8	71.7	95	109.8	85	54.2	65.5	960.5
UTIL	51	31	47.1	78.1	78.1	66.3	53	83.7	73.6	61.2	46.2	48.5	639.7
ACFT	234	127	180	448	471	178	146	292	195	291	130	148	2840

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MONTHLY UTILIZATION FY 93

-R 5306 -A	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
SKED	281.9	206.9	248.8	237.3	263.6	295.7	283.7	266.2	264.9	305.5	201.7	244.3	3100.5
UTIL	127.6	101.2	94.3	81.7	90.7	123.8	124.5	135.6	72.3	80.6	27.5	68.8	1128.6
ACFT	724	551	666	507	543	616	677	689	308	293	100	305	5979
BT09 SKED	97.7	59.3	124.3	130.7	144.7	95	103	87	78	173.3	44	97.7	1244.7
UTIL	63	43	73.3	92.3	110	56	62.7	48.7	55	134.7	22.3	59	820
ACFT	175	133	188	70	154	163	155	133	103	109	62	143	1588
BT11 SKED	243.7	181.7	189.7	219.3	229	240.7	197.7	211.7	197.3	274	151.3	205	2541.1
UTIL	145	109.3	102.3	131.3	152.7	148.7	136	134.7	120	191	85	131	1587
ACFT	504	357	332	498	486	400	357	529	334	469	226	308	4800
-O- SKED	36.7	49	64.9	109.5	92.5	54.3	40.4	17.2	87	140	54.7	41.3	787.5
UTIL	17	22.3	20	7.7	6.4	15	18.5	7.3	24.4	16.1	11.5	12.5	178.7
ACFT	57	57	51	17	21	47	57	23	62	44	32	33	501
HATF SKED	15	9.8	61.8	98.5	81.3	17.4	10.5	32	7.5	100.5	0	0	434.3
UTIL	5.7	2.1	2.9	0	.3	3.9	4.4	1	.9	.3	0	0	21.5
ACFT	22	5	5	0	1	16	10	3	2	1	0	0	65
TOWN SKED	107.3	89	70.7	114	103.7	88.3	136.2	67.3	106.7	114	117.3	93	1207.5
UTIL	63.7	53	53	52.7	65.7	54.7	107.9	52.3	72.7	78	77	57	787.7
ACFT	368	374	277	405	487	379	568	403	585	551	420	319	5136
TACI SKED	5	16.3	24.7	60	59	25	34.3	31.7	28.7	50	20.7	25.7	381.1
UTIL	4.7	10	8	35	36.3	10.7	19.3	22.7	17.7	30	13.7	19	227.1
ACFT	28	71	74	264	247	51	65	121	24	176	57	124	1302
-EW- SKED	60.3	39.5	77.3	104.1	105.3	92.8	71.7	95	109.8	85	54.2	65.5	960.5
UTIL	51	31	47.1	78.1	78.1	66.3	53	83.7	73.6	61.2	46.2	48.5	639.7
ACFT	234	127	180	448	471	178	146	292	195	291	130	148	2840

MONTHLY UTILIZATION FY 93

VR	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
1040 SKED	26	14	23	33	28	37	35	24	20	31	26	13	310
MSNS UTIL	17.7	6.1	15.8	14.8	14	24.2	21.9	10.8	8.8	12.7	11	7.3	165.1
HRS ACFT	46	35	40	61	48	54	58	51	56	79	55	30	603
1041 SKED	12	11	6	10	18	9	18	24	21	31	24	12	196
MSNS UTIL	7.5	3.2	3.4	5.1	9.7	3.2	7.5	8.7	8.9	13.5	7.4	6.7	84.8
HRS ACFT	21	27	15	29	39	22	34	74	53	71	51	21	457
1043 SKED	11	8	18	7	9	16	6	38	3	23	10	23	172
MSNS UTIL	5.8	7	15.5	4.2	8.1	8.5	3.6	24.1	1.7	39.6	7	19.7	144.8
HRS ACFT	17	15	31	18	17	72	16	296	5	76	17	75	655
1046 SKED	27	21	21	25	17	14	16	32	20	19	15	22	249
MSNS UTIL	14.1	11.2	9.3	13.8	9.8	9	7.6	23.6	11.2	24.5	7.5	17.2	158.8
HRS ACFT	52	47	42	36	22	19	40	266	47	57	22	60	710
IR23 SKED	0	1	1	0	1	2	9	2	1	1	0	2	20
MSNS UTIL	0	1.7	.5	0	.5	.8	8.1	1.8	.6	.5	0	.9	15.4
HRS ACFT	0	2	1	0	1	3	17	8	2	2	0	4	40
18V SKED	17.8	2	5	4	13	17	20.5	8.5	26.5	15.5	4	7.5	141.3
HRS UTIL	3.8	5.5	1.5	7	13.8	4	2	2.2	1.2	0	0	0	41
HRS ACFT	1	3	7	5	16	5	2	2	1	0	0	0	42
N SKED	19.4	0	0	16	2.2	2.3	0	1	0	5.5	0	2	48.4
HRS UTIL	.8	0	0	21.7	.5	0	0	0	0	2.7	0	0	25.7
HRS ACFT	1	0	0	32	1	0	0	0	0	10	0	0	44

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR1040

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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?
* i. Is the airspace under communications coverage?
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 310 Computer Entries
- By Navy/USMC Estimated @ 80%=248 " "
- By other services (including reserves and national guard) Estimated @ 20%=62 Computer Entries

\+ m. Percent of sorties cancelled due to weather. Data Not Retained
n. Number of available hours in FY 1993 8760
\+ o. Number of scheduled hours in FY 1993 165.1
- By Navy/USMC Estimated @ 80%=132.1
- By other services (including reserves and national guard) Estimated @ 20%=33

p. Number of hours used 165.1
- By Navy/USMC Estimated @ 80%=132.1
- By other services (including reserves and national guard) Estimated @ 20%=33

q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* See Attachment A-1
\+ THERE ARE NO ENTRIES MADE TO OUR PRESENT SYSTEM WHEN A PILOT CANCELS AS IT IS ASSUMED THAT THE ROUTE WAS FLOWN AS REQUESTED OTHERWISE. THERE IS NO UPDATE PROGRAM FOR OUR ROUTES. EFFECTIVELY TIME SCHEDULED EQUALS TIME UTILIZED.

VR 1040	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
SKED MSNS	26	14	23	33	28	37	35	24	20	31	26	13	310
UTIL HRS	17.7	6.1	15.8	14.8	14	24.2	21.9	10.8	8.8	12.7	11	7.3	165.1
ACFT	46	35	40	51	48	54	58	51	56	79	55	30	603

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR1041

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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?
* i. Is the airspace under communications coverage?
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 196 Computer Entries
- By Navy/USMC Estimated @ 80%=157 Computer Entries
- By other services (including reserves and national guard) Estimated @ 20%=39 Computer Entries
\+ m. Percent of sorties cancelled due to weather. Data Not Retained.
n. Number of available hours in FY 1993 8760
\+ o. Number of scheduled hours in FY 1993 84.8
- By Navy/USMC Estimated @ 80%=67.8
- By other services (including reserves and national guard) Estimated @ 20%=17
p. Number of hours used SAME AS "O"
- By Navy/USMC " " "
- By other services (including reserves and national guard) SAME AS "O"
q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* A-2

1041													
SKED MSNS	12	11	6	10	18	9	18	24	21	31	24	12	196
UTIL HRS	7.5	3.2	3.4	5.1	9.7	3.2	7.5	8.7	8.9	13.5	7.4	6.7	84.8
ACFT	21	27	15	29	39	22	34	74	53	71	51	21	457

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR1043

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling (SOTT)
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?
* i. Is the airspace under communications coverage?
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 172 Computer Entries
- By Navy/USMC Estimated @ 80%=138 Computer Entries
- By other services (including reserves and national guard) Estimated @ 20%=34

\+ m. Percent of sorties cancelled due to weather. Data Not Retained
n. Number of available hours in FY 1993 5840 (16 hrs per day 0600-2300)
\+ o. Number of scheduled hours in FY 1993 144.8
- By Navy/USMC Estimated @ 80%=115.8
- By other services (including reserves and national guard) Estimated @ 20%=29

p. Number of hours used SAME AS "O"
- By Navy/USMC " " "
- By other services (including reserves and national guard) SAME AS "O"

q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* A-3

1043													
SKED MSNS	11	8	18	7	9	16	6	38	3	23	10	23	172
UTIL HRS	5.8	7	15.5	4.2	8.1	8.5	3.6	24.1	1.7	39.6	7	19.7	144.8
ACFT	17	15	31	18	17	72	16	296	5	76	17	75	655

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR1046

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
* e. Controlling agency
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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?
* i. Is the airspace under communications coverage?
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 249 Computer Entries
- By Navy/USMC Estimated @ 80%=199 " "
- By other services (including reserves and national guard) Estimated @ 20%=50 Computer Entries

\+ m. Percent of sorties cancelled due to weather. Data Not Retained
n. Number of available hours in FY 1993 3132 (12 hrs per day M-F 0600-1800)
\+ o. Number of scheduled hours in FY 1993 158.8
- By Navy/USMC Estimated @ 80%= 127
- By other services (including reserves and national guard) Estimated @ 20%=31.8

p. Number of hours used SAME AS "O"
- By Navy/USMC " " "
- By other services (including reserves and national guard) SAME AS "O"

q. Types of training permitted LAT, NAV
* r. Is the training within this airspace affected by environmental issues? If so, how? Yes

* A-4

1046													
SKED MSNS	27	21	21	25	17	14	16	32	20	19	15	22	249
UTIL HRS	14.1	11.2	9.3	13.8	9.8	9	7.6	23.6	11.2	24.5	7.5	17.2	158.8
ACFT	52	47	42	36	22	19	40	266	47	57	22	60	710

VFR MILITARY TRAINING ROUTES (VR)

I. General. VRs are developed by DOD to provide for military operational and training requirements that cannot be met under the terms of FAR 91.117 (Aircraft Speed). Accordingly, the FAA has issued a waiver to DOD to permit operation of an aircraft below 10,000 feet MSL in excess of 250 knots indicated airspeed along DOD developed and published VFR routes.

II. Route Development. Routes shall be developed using the procedures and criteria specified in FAA Handbook 7610.4 (Special Military Operation). MTR's that include one or more segments above 1500' AGL shall be identified by three number characters; e.g., IR–206, VR–207. MTR's with no segment above 1500' AGL shall be identified by four number characters; e.g., IR–1206, VR–1207.

III. Scheduling and Coordination.

A. Routes shall not be flown unless scheduled through the designated originating/scheduling activity listed in the route description.

B. See FAA Handbook 7610.4 for scheduling and coordination requirements.

IV. Flight Plans. Operations to and from VRs should be conducted on an IFR flight plan. Pilots operating on an IFR flight plan to a VR shall file to the fix/radial/distance (FRD) of their entry/alternate entry point. Pilots transitioning to IFR upon exiting a VR shall file the FRD of the exit/alternate exit point.

V. In Flight.

A. Route adherence/speed.

1. Pilots shall be responsible for remaining within the confines of the route. When exiting vertically or laterally below 10,000 feet MSL, comply with FAR 91.117 (Aircraft Speed) or the current exemption granted to DOD.

2. When practicable, avoid flight within 1500 feet AGL or 3 NM of airports.

3. Flights shall be conducted at the minimum speed compatible with mission requirements.

> **CAUTION: Pilots flying an MTR in visual meteorological conditions (VMC) are responsible for maintaining obstacle clearance and compliance with AFR 60–16 or OPNAVINST 3710.7 regardless of the route's published altitude(s).**

B. Weather. Operations on VRs shall be conducted only when the weather is at or above VFR minima, except that:

1. Flight visibility shall be five miles or more.

2. Flights shall not be conducted below a ceiling of less than 3000 feet AGL.

C. Communications. Pilots should monitor 255.4 MHz while on VRs when it is not detrimental to the mission accomplishment.

D. Transponder. Pilots of aircraft operating on a VR route will adjust their transponder to Code 4000 unless otherwise assigned by ATC.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As asgn to	A	MEI 356/9	32°32.0'N 88°48.0'W
05 AGL B 15 AGL to	B	MEI 308/37	32°48.0'N 89°21.0'W
05 AGL B 15 AGL to	C	MEI 326/56	33°12.0'N 89°21.0'W
05 AGL B 15 AGL to	D	MEI 315/75	33°20.0'N 89°45.0'W
05 AGL B 15 AGL to	E	JAN 062/29	32°42.0'N 89°38.0'W
05 AGL B 15 AGL to	F	JAN 113/24	32°19.0'N 89°45.0'W
05 AGL B 15 AGL to	G	MEI 230/27	32°07.5'N 89°14.0'W
05 AGL B 15 AGL to	H	MEI 191/28	31°56.0'N 88°57.0'W
05 AGL B 15 AGL to	I	MVC 341/29	31°56.0'N 87°30.0'W
05 AGL B 15 AGL to	J	MVC 341/42	32°08.0'N 87°34.0'W
05 AGL B 15 AGL to	K	MEI 106/41	32°08.0'N 88°03.0'W
05 AGL B 15 AGL to	L	MEI 105/16	32°17.0'N 88°30.0'W

ROUTE WIDTH – 5 NM either side of centerline from A to D; 8 NM right and 5 NM left of centerline from D to F; and 5 NM either side of centerline from F to K.

Special Operating Procedures:

(1) 1549' MSL tower located at 32°34'17"N 88°53'12"W.
(2) Aircraft are required to transmit in the blind on 267.9 MHz their intention to transit the Camden Ridge MOA prior to Point G.
(3) Alternate Entry: Points F and G.
(4) Alternate Exit: Point G.

FSS's Within 100 NM Radius:

ANB, BHM, CEW, DHN, DRI, GWO, JAN, MCB, MEI, MGM, MKL, MOB, MSL

VR-1039

ORIGINATING/SCHEDULING ACTIVITY: FACSFACJAX, P. O. Box 40, NAS Jacksonville, FL 32212 AUTOVON 942-2551. Commercial (904)779-3455, 1-800-874-5059.

HOURS OF OPERATION: Continuous.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OMN 270/34	29°18.0'N 81°46.0'W
01 AGL B 08 AGL to	B	OMN 257/35	29°10.0'N 81°46.0'W

ROUTE WIDTH – 2 NM either side of centerline A to B.

Special Operating Procedures:

(1) Use restricted to close air support (CAS) training flights only for units scheduled on both R-2907A, B and R-2910.
(2) Do not overfly central Tower located near point B.
(3) Entry into A may be offset 2 NM to the North.
(4) 256' AGL Tower located 4 NM West of A.

FSS's Within 100 NM Radius:

GNV, JAX, PIE

VR-1040

ORIGINATING ACTIVITY: CG MCAS CHERRY POINT, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

SCHEDULING ACTIVITY: Central Scheduling Division (0800-1700 Mon-Fri) MCAS CHERRY POINT CENTRAL SCHEDULING CENTER, Cherry Point, NC 28533 DSN 582-4040/4041 C919-466-4040/4041.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ILM 229/36	33°54.0'N 78°22.0'W
05 AGL B 15 AGL to	B	ILM 292/20	34°26.1'N 78°16.0'W
02 AGL B 15 AGL to	C	FLO 072/37	34°27.0'N 78°58.0'W
02 AGL B 15 AGL to	D	FLO 190/29	33°45.0'N 79°44.0'W
02 AGL B 15 AGL to	E	CHS 022/39	33°31.0'N 79°49.0'W
02 AGL B 15 AGL to	F	CHS 015/27	33°20.0'N 79°57.0'W
05 AGL B 15 AGL to	G	CHS 318/23	33°09.0'N 80°22.0'W
05 AGL B 15 AGL to	H	NBC 129/15	32°20.0'N 80°28.0'W
05 AGL B 15 AGL to	I	SAV 151/18	31°54.0'N 80°56.0'W
02 AGL B 15 AGL to	J	SSI 030/31	31°31.0'N 81°11.0'W
02 AGL B 15 AGL to	K	CRG 106/24	30°15.0'N 81°04.0'W
02 AGL B 15 AGL to	L	OMN 345/25	29°42.0'N 81°14.0'W
02 AGL B 15 AGL to	M	OMN 288/19	29°24.0'N 81°27.0'W
02 AGL B 15 AGL to	N	OMN 283/22	29°23.0'N 81°31.0'W

ROUTE WIDTH – 2 NM either side of centerline from A to D; 3 NM left and 1 NM right of centerline from D to E; 3 NM either side of centerline from E to H; 4 NM left and 1 NM right of centerline from H to I; 3 NM either side of centerline from I to N.

Special Operating Procedures:

(1) CAUTION: Intensive civil circraft near Hilton Head Airport.
(2) CAUTION: Intensive low altitude helicopter ops between Point J to L in W-158E and W-158F.
(3) Alternate Entry: B, G, H and I.
(4) Alternate Exit: H, I, L, and M.
(5) 2049 MSL tower located at 34°07'51"N 78°11'16"W.
(6) 1049' AGL antenna tower located at 33°05'06"N 80°22'14"W less than 1 NM off centerline, between Points G and H.
(7) Do not fly within 1 NM of Harbor, Hunting or Fripp Islands (near Point H) below 1500' AGL.
(8) 1250' AGL antenna located 32°25'07"N 80°28'24"W 1 NM right of centerline approaching Point H.
(9) Noise sensitive area: vicinity of 32°41'25"N 80°25'38"W. Remain 1 NM west of centerline between Pt G and H.
(10) Penetration of FACSFAC JAX OPAREA requires approval from Point H to Point L. AUTOVON 942-2551 or C800-874-5059.
(11) Noise sensitive area in the vicinity of 31°54.0'N 80°56.0'W. Remain 1 NM East of "Tybee Island/Savannah Beach" area.
(12) Minimum altitude 1000' AGL from 32°46.0'N 80°25.0'W to 32°32.0'N 80°27.0'W between Points G and H. Ace Basin National Wildlife Refuge and Bear Island Wildlife Management Area are in vicinity of 32°40.0'N 80°25.0'W.

FSS's Within 100 NM Radius:

AND, CHS, EWN, FLO, GNV, HKY, JAX, MCN, PIE, RDU, RWI, SJU

MONTHLY UTILIZATION FY 93

VR	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
1040													
SKED MSNS	26	14	23	33	28	37	35	24	20	31	26	13	310
UTIL HRS	17.7	6.1	15.8	14.8	14	24.2	21.9	10.8	8.8	12.7	11	7.3	165.1
ACFT	46	35	40	51	48	54	58	51	56	79	55	30	603
1041													
SKED MSNS	12	11	6	10	18	9	18	24	21	31	24	12	196
UTIL HRS	7.5	3.2	3.4	5.1	9.7	3.2	7.5	8.7	8.9	13.5	7.4	6.7	84.8
ACFT	21	27	15	29	39	22	34	74	53	71	51	21	457
1043													
SKED MSNS	11	8	18	7	9	16	6	38	3	23	10	23	172
UTIL HRS	5.8	7	15.5	4.2	8.1	8.5	3.6	24.1	1.7	39.6	7	19.7	144.8
ACFT	17	15	31	18	17	72	16	296	5	76	17	75	655
1046													
SKED MSNS	27	21	21	25	17	14	16	32	20	19	15	22	249
UTIL HRS	14.1	11.2	9.3	13.8	9.8	9	7.6	23.6	11.2	24.5	7.5	17.2	158.8
ACFT	52	47	42	36	22	19	40	266	47	57	22	60	710
IR23													
SKED MSNS	0	1	1	0	1	2	9	2	1	1	0	2	20
UTIL HRS	0	1.7	.5	0	.5	.8	8.1	1.8	.6	.5	0	.9	15.4
ACFT	0	2	1	0	1	3	17	8	2	2	0	4	40
18V													
SKED HRS	17.8	2	5	4	13	17	20.5	8.5	26.5	15.5	4	7.5	141.3
UTIL HRS	3.8	5.5	1.5	7	13.8	4	2	2.2	1.2	0	0	0	41
ACFT	1	3	7	5	16	5	2	2	1	0	0	0	42
N													
SKED HRS	19.4	0	0	16	2.2	2.3	0	1	0	5.5	0	2	48.4
UTIL HRS	.8	0	0	21.7	.5	0	0	0	0	2.7	0	0	25.7
ACFT	1	0	0	32	1	0	0	0	0	10	0	0	44

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13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

Range Name: BT-11

a. Location (city/county and state) Carteret Co., NC
b. Distance from main airfield 22nm
c. Time en route from main airfield 8 min
d. Controlling agency Cherry Pt. RATCF & Cherry Targets
e. Scheduling agency Cherry Pt. Range/Airspace Scheduling (SOTT)
f. Are canned/stereo airways needed to access air space? No, but there are two VR routes that terminate in R5306A
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes (monitor only)
h. Is the airspace under communications coverage? Yes
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. Number of sorties flown in FY 1993 4800 acft
   - By Navy/USMC Estimated @ 80%=3840 acft
   - By other services (including reserves and national guard)Estimated @ 20%=960acft
l. Percent of sorties cancelled due to weather. 32%
m. Number of available hours in FY 1993 8760
n. Number of scheduled hours in FY 1993 2541.1
   - By NavyUSMC 2209.6
   - By other services (including reserves and national guard) 331.5
o. Number of hours used 1587
   - By Navy/USMC 1349.3
   - By other services (including reserves and national guard) 237.7
p. Types of training permitted DIVBM, ACM, EW, TACTS, FAM, NDBS, LZR
q. Is the training within this airspace impeded by environmental issues? No

14. Is land and/or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. No

MONTHLY UTILIZATION FY 93

R 5306	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
-A-													
SKED	281.9	206.9	248.8	237.3	263.6	295.7	283.7	266.2	264.9	305.5	201.7	244.3	3100.5
UTIL	127.6	101.2	94.3	81.7	90.7	123.8	124.5	135.6	72.3	80.6	27.5	68.8	1128.6
ACFT	724	551	666	507	543	616	677	689	308	293	100	305	5979
BT09													
SKED	97.7	59.3	124.3	130.7	144.7	95	103	87	78	173.3	44	97.7	1244.7
UTIL	63	43	73.3	92.3	110	56	62.7	48.7	55	134.7	22.3	59	820
ACFT	175	133	188	70	154	163	155	133	103	109	62	143	1588
BT11													
SKED	243.7	181.7	189.7	219.3	229	240.7	197.7	211.7	197.3	274	151.3	205	2541.1
UTIL	145	109.3	102.3	131.3	152.7	148.7	136	134.7	120	191	85	131	1587
ACFT	504	357	332	498	486	400	357	529	334	469	226	308	4800
-O-													
SKED	36.7	49	64.9	109.5	92.5	54.3	40.4	17.2	87	140	54.7	41.3	787.5
UTIL	17	22.3	20	7.7	6.4	15	18.5	7.3	24.4	16.1	11.5	12.5	178.7
ACFT	57	57	51	17	21	47	57	23	62	44	32	33	501
HATF													
SKED	15	9.8	61.8	98.5	81.3	17.4	10.5	32	7.5	100.5	0	0	434.3
UTIL	5.7	2.1	2.9	0	.3	3.9	4.4	1	.9	.3	0	0	21.5
ACFT	22	5	5	0	1	16	10	3	2	1	0	0	65
TOWN													
SKED	107.3	89	70.7	114	103.7	88.3	136.2	67.3	106.7	114	117.3	93	1207.5
UTIL	63.7	53	53	52.7	65.7	54.7	107.9	52.3	72.7	78	77	57	787.7
ACFT	368	374	277	405	487	379	568	403	585	551	420	319	5136
TACI													
SKED	5	16.3	24.7	60	59	25	34.3	31.7	28.7	50	20.7	25.7	381.1
UTIL	4.7	10	8	35	36.3	10.7	19.3	22.7	17.7	30	13.7	19	227.1
ACFT	28	71	74	264	247	51	65	121	24	176	57	124	1302
-EW-													
SKED	60.3	39.5	77.3	104.1	105.3	92.8	71.7	95	109.8	85	54.2	65.5	960.5
UTIL	51	31	47.1	78.1	78.1	66.3	53	83.7	73.6	61.2	46.2	48.5	639.7
ACFT	234	127	180	448	471	178	146	292	195	291	130	148	2840

MONTHLY UTILIZATION FY 93

VR	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	Totals
1040													
SKED MSNS	26	14	23	33	28	37	35	24	20	31	26	13	310
UTIL HRS	17.7	6.1	15.8	14.8	14	24.2	21.9	10.8	8.8	12.7	11	7.3	165.1
ACFT	46	35	40	51	48	54	58	51	56	79	55	30	603
1041													
SKED MSNS	12	11	6	10	18	9	18	24	21	31	24	12	196
UTIL HRS	7.5	3.2	3.4	5.1	9.7	3.2	7.5	8.7	8.9	13.5	7.4	6.7	84.8
ACFT	21	27	15	29	39	22	34	74	53	71	51	21	457
1043													
SKED MSNS	11	8	18	7	9	16	6	38	3	23	10	23	172
UTIL HRS	5.8	7	15.5	4.2	8.1	8.5	3.6	24.1	1.7	39.6	7	19.7	144.8
ACFT	17	15	31	18	17	72	16	296	5	76	17	75	655
1046													
SKED MSNS	27	21	21	25	17	14	16	32	20	19	15	22	249
UTIL HRS	14.1	11.2	9.3	13.8	9.8	9	7.6	23.6	11.2	24.5	7.5	17.2	158.8
ACFT	52	47	42	36	22	19	40	266	47	57	22	60	710
IR23													
SKED MSNS	0	1	1	0	1	2	9	2	1	1	0	2	20
UTIL HRS	0	1.7	.5	0	.5	.8	8.1	1.8	.6	.5	0	.9	15.4
ACFT	0	2	1	0	1	3	17	8	2	2	0	4	40
18V													
SKED HRS	17.8	2	5	4	13	17	20.5	8.5	26.5	15.5	4	7.5	141.3
UTIL HRS	3.8	5.5	1.5	7	13.8	4	2	2.2	1.2	0	0	0	41
ACFT	1	3	7	5	16	5	2	2	1	0	0	0	42
N													
SKED HRS	19.4	0	0	16	2.2	2.3	0	1	0	5.5	0	2	48.4
UTIL HRS	.8	0	0	21.7	.5	0	0	0	0	2.7	0	0	25.7
ACFT	1	0	0	32	1	0	0	0	0	10	0	0	44

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Updated through 14 June 1994

NKT AIRFIELD OPERATING HOURS
M - F 0600L - 2400L
SAT 0800L - 1600L
SUN 1500L - 2300L

Event/Eligible	Sponsor/Unit	Dates
[illegible]	[illegible] MAW	20 - 29 June
[illegible] CAPEX [illegible]	[illegible] MAW	19 - 22 July
[illegible]	[illegible]	25 - 29 July
SAND EAGLE	[illegible]	*17 - 21 August
CAPEX [illegible]	[illegible] MAW	4 - 7 October

** - includes weekend*

T. E. NUNES

Copy to: [illegible] Mr. Brown (EZ), Mr. Johnson (RJ), Mr. Hughes [illegible] Clerk (DIRAPS, ASSTAIROPS, Scheduling (Mr. Wood) [illegible] Mr. Roberts) + *File.*

Indicates that the FWS having the day watch on the day the Aircrew [illegible] is to be contacted will attend & brief CAPEX procedures, [illegible] the CAPEX brief packages & brief ATC on what to expect.

It any of the information listed above is incorrect or if there is an addition/deletion to the list, please give me a call @ ext 4123.

@@ Bold information indicates change(s) to previous update.

ATTACHMENT (7)

CONTINUED FROM PREVIOUS PAGE

ILS/RADAR – ILS – Unmto.

CHENNAULT INDUSTRIAL AIRPARK, LA CWF P 30°12.7'N 93°08.6'W 17 UTC–6(–5DT) H–5C, L–17C

(B) RWY–15L ——(3700x100 SOD)—— RWY–33R
RWY–15R L6,10,12 ——(10,701x200 CON 560 T)—— L6,10,12 RWY–33L
SERVICE – LGT – ACTIVATE–HIRL and REIL Rwy 15R–33L–CTAF. FUEL – (NC–100LL, A)
REMARKS – Attended 1500–2300Z++ Mon–Fri.
COMMUNICATIONS – CTAF/UNICOM – 124.2 FSS–DE RIDDER DRI–NOTAM CWF RDO – (E) 122.3 122.2 255.4 LAKE CHARLES APP/DEP CON – (R) Opr 1200–0400Z++, OT ctc HOUSTON CENTER 124.7 317.4. (E) 119.8 319.9 TWR – Opr 1500–2300Z++ Mon–Fri; clsd Sat–Sun. 124.2 286.6 GND CON – 121.65 275.8 AF FLT OPS – (GUMBO OPS) 258.2
NAVAIDS – LAKE CHARLES VORTACW – (H) 113.4 LCH CH 81 30°08.5'N 93°06.3'W 328° 4.6 NM to Fld. 20/7°00'E MOSSY NDB – L 418 CW 30°18.4'N 93°11.8'W 150° 6.3 NM to Fld. Unk/4°00'E O/S UFN.
ILS/RADAR – ILS RADAR – SEE TERMINAL FLIP FOR RADAR MINIMA.

CHERAW, SC NDB – (MHW) 409 CQW 34°44.5'N 79°52.0'W 255° 4.7 NM to Cheraw Muni 179/5°00'W See VFR–S for arpt data. L–20G–27B

CHERN, NH NDB – (MHW) 359 AS 42°49.4'N 71°36.2'W 138° 4.6 NM to Boire Fld 218/15°00'W. L–25D–26F

CHEROKEE, WY RDO – 112.2T 122.1R 122.2 123.6 (CASPER FSS) VORTAC – (H) 115.0 CKW CH 97 41°45.3'N 107°34.9'W 7050/15°00'E Unmto 0500–1300Z++, no voice when FSS clsd. L–8F

CHEROKEE CO, TX NDB – (MHW) 263 JSO 31°52.2'N 95°12.9'W At Fld. 670/6°00'E See VFR–S for arpt data. L–17B

CHERRY CAPITAL, MI ◇ TVC P (CG) 44°44.4'N 85°34.9'W 624 UTC–5(–4DT) H–3H, L–12F

(B) RWY–05 ——(3204x75 ASP S30 T50)—— RWY–23
RWY–10 L6,9 ——(6501x150 ASP S90 T130 ST165 TT240)—— L5,6,8 RWY–28
RWY–18 L4,9,10 ——(5107x150 ASP S70 T110 ST140 TT190)—— L4,9,10 RWY–36
SERVICE – LGT – When twr clsd HIRL Rwy 10–28 and MIRL Rwy 18–36 preset med ints only; ACTIVATE–VASI Rwy 18 and MALSR Rwy 28 and REIL Rwy 18–36–CTAF. FUEL – A+ (Harbour Air, Inc, defuel/reservice. Opr 0600–2300 lcl.) (NC–80, 100LL, A)
REMARKS – Attended 1200–0300Z++ Oct–Apr, 1100–0400Z++ May–Sep, OT O/R. RSTD – Rwy 05–23 clsd win months, avbl for taxi only. CAUTION – Gull, turkey and deer haz. Snow removal in progress win months; vehicle opr monitoring CTAF; ldg/dep acft announce intentions on CTAF when Twr clsd. Rwy 10–28 dist bar mkr and side stripe mkr poor to nil. (CG) – PPR ctc Traverse City Air (381.8) 15 min prior to entering CG ramp.
COMMUNICATIONS – CTAF – 124.2 UNICOM – 122.95 ATIS – Opr dur twr hr. 126.0 FSS–LANSING LAN–NOTAM TVC TRAVERSE CITY RDO – (E) 122.2 255.4 (LANSING FSS) MINNEAPOLIS CENTER – (E) 132.9 398.9 (APP/DEP CON svc) TRAVERSE CITY TWR – Opr 1200–0200Z++ (U) 124.2 TRAVERSE GND CON – 121.8 348.6 USCG TRAVERSE CITY AIR – 381.8x
NAVAIDS – TRAVERSE CITY ABVORTACW – (H) 114.6 TVC CH 93 44°40.1'N 85°33.0'W 340° 4.4 NM to Fld. 910/2°00'W HIWAS GWENN NDB – (MH–SAB) 365 TV 44°44.1'N 85°25.8'W 278° 6.6 NM to Fld. 901/5°00'W Unmto 0300–1200Z++ VHF/DF
VOR unuse 129°–145° byd 30 NM blw 3500'
TACAN oz and
DME unuse 020°–335° byd 30 NM blw 3500'
ILS/RADAR – ILS Unmto 0300–1200Z++

28 Apr 94 IFR Sup.

CHERRY POINT MCAS, (CUNNINGHAM FLD) NC ◇ KNKT MC 34°54.2'N 76°52.9'W 29 UTC–5(–4DT) H–4I–6G, L–2OH–27C

(B) RWY–05L L6 ——(8490x200 ASP S141 T313 ST404 TT554 DDT1120 TDT1560)—— L6,12,13 RWY–23R
(tkof) ——E–28(B) (1500') E–5→ (5' OVRN)(ldg)
RWY–05R L6,13 ——(8190x200 ASP S122 T313 ST275 TT500 DDT856 TDT884)—— L6 RWY–23L
(ldg) ←E–5 (5' OVRN) E–28(B) (2500') ——(tkof)
RWY–14L L6,13 ——(8980x200 ASP S78 T185 ST239 TT328 DDT680 TDT924)—— L6 RWY–32R
(ldg) ←E–5 (5' OVRN) E–28(B) (2500') ——(tkof)
RWY–14R L6,11 ——(8400x200 ASP S101 T261 ST337 TT462 DDT958 TDT1301)—— L6,7,8,11,12,13 RWY–32L
(tkof) ——E–28(B) (1515') E–5→ (5' OVRN)(ldg)
SERVICE – LGT – Portable lgt–mobile flood lgt. A–GEAR – All E–28(B) in raised posn exc on ldg rwy. Rqr 15 min PN. E–5 RATING – 05L – 23L–32R 375 HW (DRY), 14R 450 HW (DRY). JASU – 2(GTC–85) 1(NCPP–105) FUEL – Hot pit refuel avbl. J5 SP PRESAIR LHOX LOX TRAN ALERT – Ltd tran maint avbl 1200–2100Z++ Mon–Fri.
REMARKS – Opr 1100–0500Z++ Mon–Fri; 1300–2100Z++ Sat; 2000–0400Z++ Sun, clsd hol. Base OPS V582–3632, C919–466–3632. RSTD – Const mid–fld. Inbd twy clsd fr cntr mat to Twy G. All rwy and twy, exc Twy A and C, will support all acft at all wt. CAUTION – Extv stu jet trng (VSTOL) vcnty arpt. Bird haz Oct–Apr. Drainage ditches parl all rwy. TFC PAT – Ldg/taxi lgt rqr all ldg when wx cond permit. Reduced rwy separation std in eff for USN/USMC acft. See FLIP AP/1, Supplementary Arpt Rmk. CSTMS/AG/IMG – CSTMS, AG avbl with 2 hr PN.
COMMUNICATIONS – SFA PTD – 306.6 ATIS – 354.9 FSS–NEW BERN EWN–DL– NOTAM EWN APP CON – (R) (STAGE II) (E) (124.1 268.7 E) (119.35 374.9 W) TWR – (E) 121.3 340.2 GND CON – 128.625 380.8 DEP CON – 132.575 278.8 CLNC DEL – 125.95 263.6 PMSV: METRO – (RADAR wx advsy svc) 344.6
NAVAIDS – TACAN – (L) NKT CH 75 34°54.1'N 76°52.5'W At Fld. 30/9°00'W NDB – (H) 245 NKT 34°50.0'N 76°48.2'W 321° 4.3 NM to Fld. 45/8°48'W
ILS/RADAR – RADAR – SEE TERMINAL FLIP FOR RADAR MINIMA.

CHESAPEAKE, VA NDB – (MHW) 261 CPK 36°40.0'N 76°19.5'W 20/9°00'W Unmto. L–22H–27D

CHESAPEAKE LIGHT STATION, VA NDB – (HW) 290 CO 36°54.3'N 75°42.8'W 9°00'W L–22H –27D

CHESS–LAMBERTON, PA See VENANGO REGIONAL

CHESTER, MA RDO – 115.1T 122.1R 122.25 (BURLINGTON FSS) VOR–DME – (L) 115.1 CTR CH 98 42°17.5'N 72°57.0'W 1600/13°00'W

VOR unuse 311°–329° blw 8000'
DME unuse 250°–360° byd 35 NM blw 4000'
H–3J–6J, L–25C–28I

CHESTER CO G. O. CARLSON, PA 4⊘N P 39°58.7'N 75°51.9'W 661 UTC–5(–4DT) L–24G–28G

(B) RWY–11 L4,9 ——(5400x100 ASP S30 T48)—— L4,10 RWY–29
SERVICE – LGT – ACTIVATE–MIRL, VASI Rwy 11–CTAF FUEL – (NC–100LL, A)
REMARKS – CAUTION – 164' water twr 1343' fr Rwy 11 thld 1842' to rgt mrk with strobe lgt dur day, std obst lgt at ngt. Migratory bird haz. NS ABTMT – Turn rgt 10° dep Rwy 11 to avoid hosp, turn left to hdg 260° dep Rwy 29 to avoid village, maint 1500'. MISC – Rwy grooved.
COMMUNICATIONS – CTAF/UNICOM – 122.7 AWOS – 126.25 FSS–WILLIAMSPORT IPT–NOTAM IPT PHILADELPHIA APP/DEP CON – (R) (E) 132.675 286.0 CLNC DEL – 125.6
NAVAIDS – MODENA VORTAC – (L) 113.2 MXE CH 79 39°55.1'N 75°40.2'W 302° 9.3 NM to Fld. 474/9°00'W HIWAS
VOR unuse 268°–278° byd 28 NM 279°–326° all dist and alt
ILS/RADAR – ILS

LO ALT 28Apr 94

RADAR INSTRUMENT APPROACH MINIMUMS

CHATTANOOGA/LOVELL FIELD, TN (7 FEB 91 FAA) ELEV 682

RADARⓐ – (E) 119.2 125.1 126.2 126.5 115.8T 122.5R 257.8 335.5 379.1 ▼ ▲

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	2		AB	**1180**/24	498	(500-½)
			C	**1180**/40	498	(500-¾)
			D	**1180**/50	498	(500-1)
	20		AB	**1240**/24	567	(600-½)
			C	**1240**/50	567	(600-1)
			D	**1240**/60	567	(600-1¼)
	33		AB	**1340**-1	669	(700-1)
			C	**1340**-1¾	669	(700-1¾)
			D	**1340**-2	669	(700-2)
CIR	2-20, 33		A	**1340**-1	658	(700-1)
			B	**1360**-1	678	(700-1)
			C	**1360**-2	678	(700-2)
			D	**1520**-2¾	838	(900-2¾)

ⓐ Opr 1100-0500Z + +.
When twr clsd pro and altn min NA.

CHERRY POINT MCAS, (CUNNINGHAM FIELD) NC (14 OCT 93 USN) ELEV 29

RADAR (E) 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x

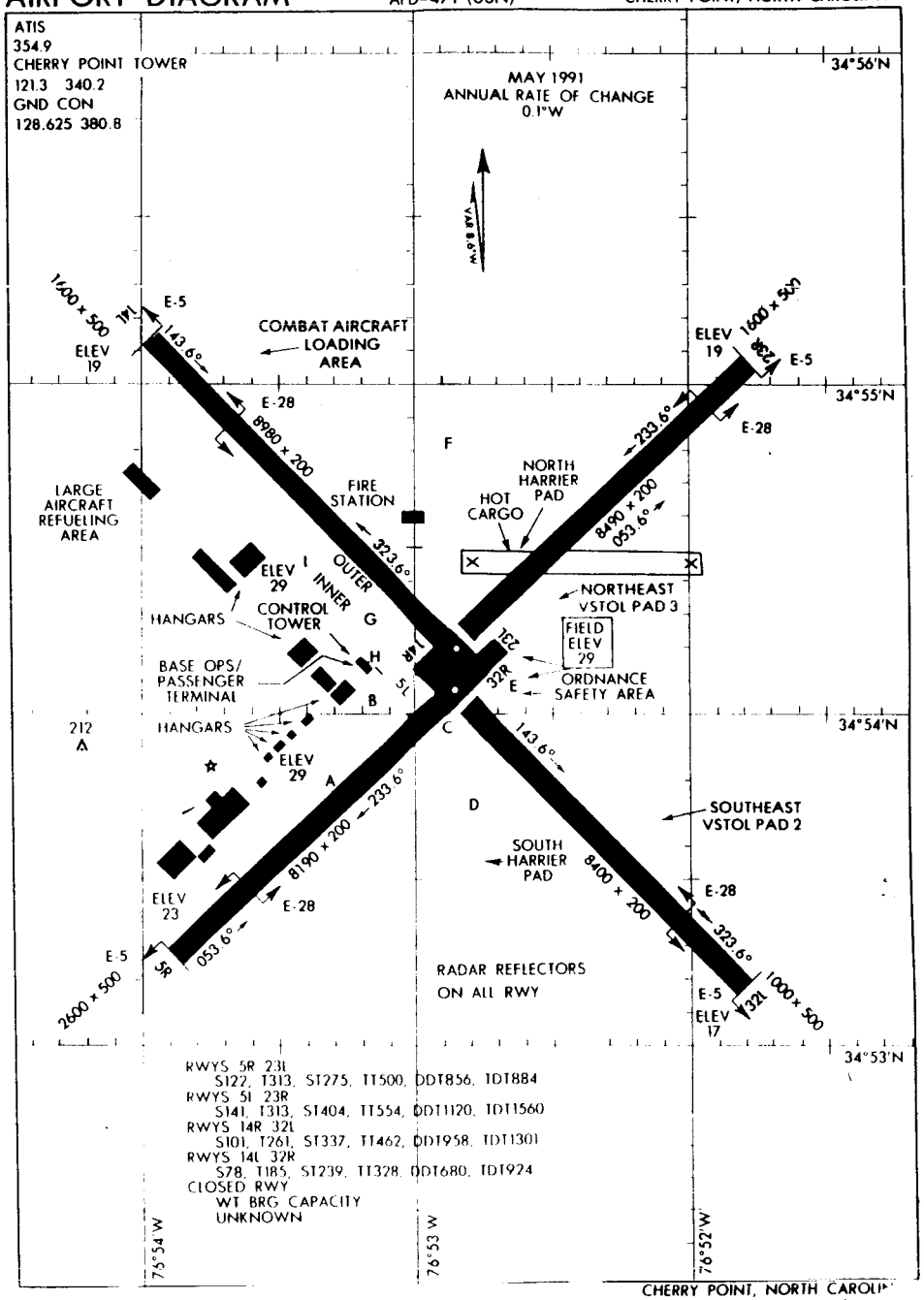
	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PARⓑ	32Lⓒ	3.0°/37/695	ABCDE	**117**-¼	100	(100-¼)
	23R	3.0°/42/821	ABCDE	**219**-¾	200	(200-¾)
	5R	3.0°/39/742	ABCDE	**323**-1	300	(300-1)
	14L	3.0°/41/787	ABCDE	**269**-1	250	(300-1)
PAR W/O GS	5R		ABCD	**360**-1	337	(400-1)
			E	**360**-1¼	337	(400-1¼)
	14L		ABC	**400**-1	381	(400-1)
			DE	**400**-1¼	381	(400-1¼)
	23R		ABCD	**340**-1	321	(400-1)
			E	**340**-1¼	321	(400-1¼)
	32L		AB	**340**-½	323	(400-½)
			CDE	**340**-¾	323	(400-¾)
ASR	32Lⓐ		AB	**340**-½	323	(400-½)
			CDE	**340**-¾	323	(400-¾)
	23R		ABCD	**340**-1	321	(400-1)
			E	**340**-1¼	321	(400-1¼)
	5R		ABC	**400**-1	377	(400-1)
			DE	**400**-1¼	377	(400-1¼)
	14L		AB	**420**-1	401	(400-1)
			CD	**420**-1¼	401	(400-1¼)
			E	**420**-1½	401	(400-1½)
CIR	5R, 14L,23R,32L		AB	**520**-1	491	(500-1)
			C	**520**-1½	491	(500-1½)
			DE	**580**-2	551	(600-2)

ⓐ When ALS inop, increase vis CAT ABE ½ mile, CAT CD ¼ mile. ⓑ Cir not auth. ⓒ When ALS inop, increase vis ¼ mile.

AIRPORT DIAGRAM

AFD-471 (USN)

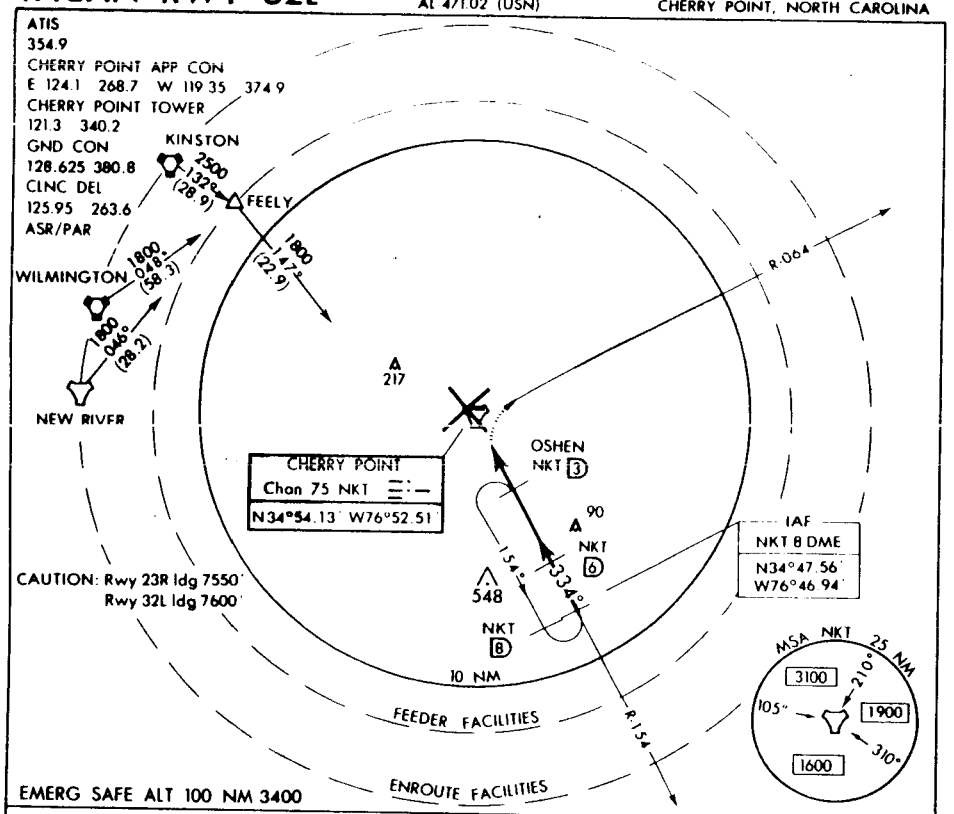
CHERRY POINT MCAS (KNKT)
CHERRY POINT, NORTH CAROLINA



TACAN RWY 32L

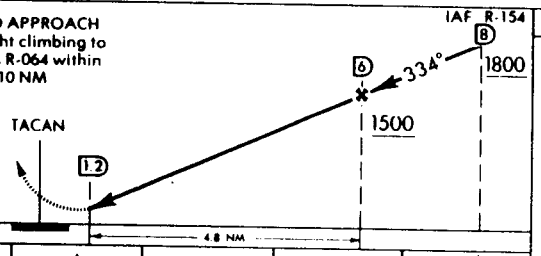
AL 471.02 (USN)

CHERRY POINT MCAS
(CUNNINGHAM FLD) (KNKT)
CHERRY POINT, NORTH CAROLINA



EMERG SAFE ALT 100 NM 3400

MISSED APPROACH
Turn right climbing to
1500 on R-064 within
10 NM

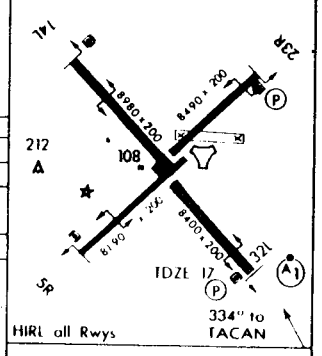


CATEGORY	A	B	C	D*
S-32L**	340-½ 323 (400-½)		340-¾ 323 (400-¾)	
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	580-2 551 (600-2)
S-PAR 32L**	117-¼ 100 (100-¼) GS 3.0°			

* For AV-8 Harrier type acft.
**When ALS inop, increase vis CAT AB ½ mile, CAT CD ¼ mile, PAR ¼ mile.

ELEV 29

Rwy 32R, 23L, 14R, 5L, marked in center mat area.



TACAN RWY 32L

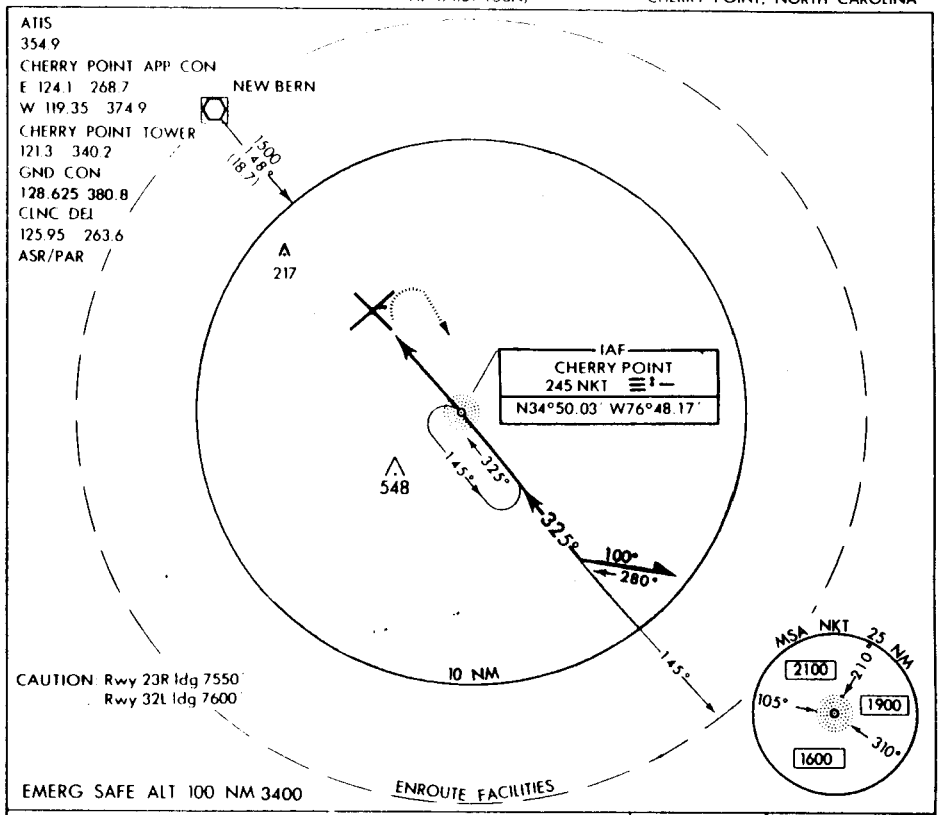
34°54'N 76°53'W

CHERRY POINT, NORTH CAROLINA
CHERRY POINT MCAS
(CUNNINGHAM FLD) (KNKT)

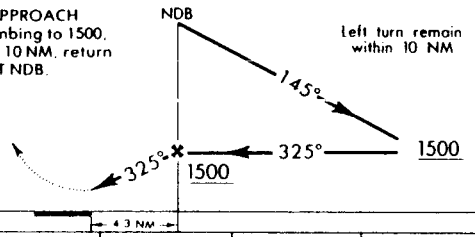
NDB RWY 32L

AL 471.01 (USN)

CHERRY POINT MCAS
(CUNNINGHAM FLD) (KNKT)
CHERRY POINT, NORTH CAROLINA



MISSED APPROACH
Turn right climbing to 1500, remain within 10 NM, return to NKT NDB.

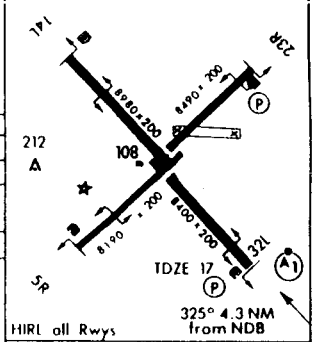


CATEGORY	A	B	C	D
S-32L*	400-½ 383 (400-½)		400-¾ 383 (400-¾)	
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	580-2 551 (600-2)
S-PAR 32L*	117-¼ 100 (100-¼) GS 3.0°			

*When ALS inop, increase vis CAT ABD ½ mile, CAT C ¾ mile; PAR ¾ mile

ELEV 29

Rwy 32R, 23L, 14R, 5L, marked in center mat area.



HIRL all Rwys

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

26 May 94 Hi ALT.

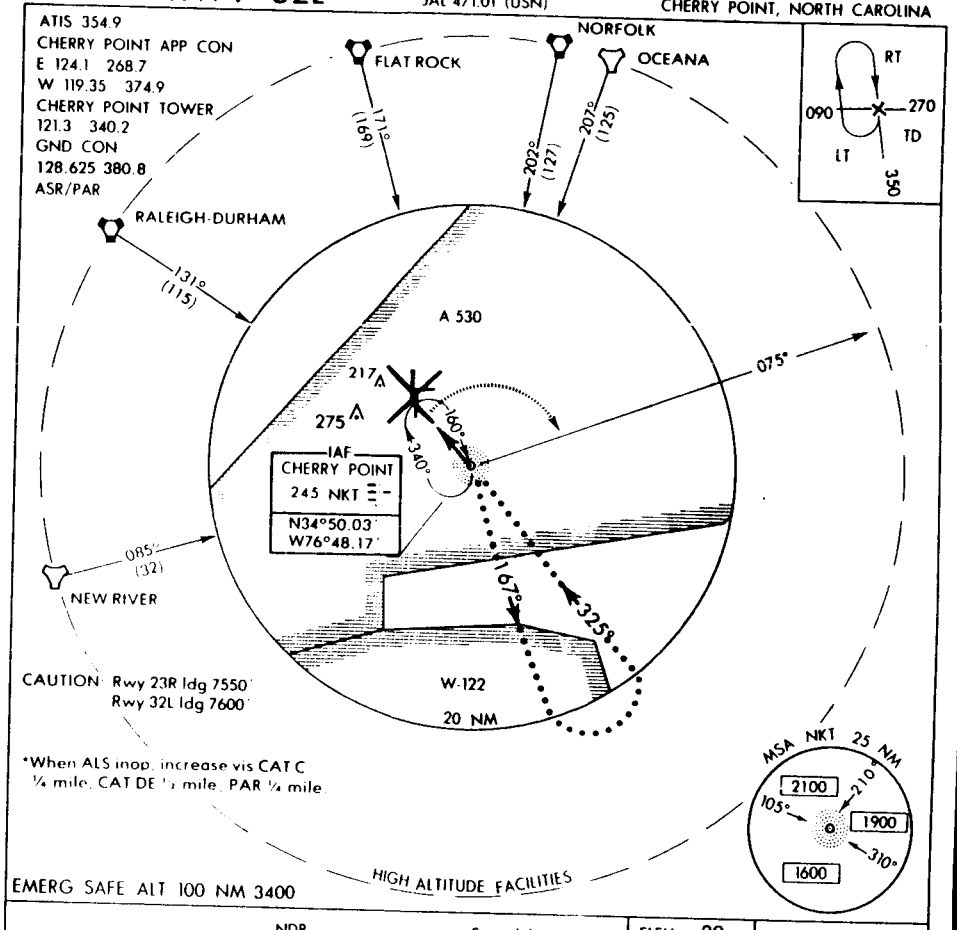
93287

HI-NDB RWY 32L

JAL 471.01 (USN)

CHERRY POINT MCAS
(CUNNINGHAM FLD) (KNKT)
CHERRY POINT, NORTH CAROLINA

ATIS 354.9
CHERRY POINT APP CON
E 124.1 268.7
W 119.35 374.9
CHERRY POINT TOWER
121.3 340.2
GND CON
128.625 380.8
ASR/PAR

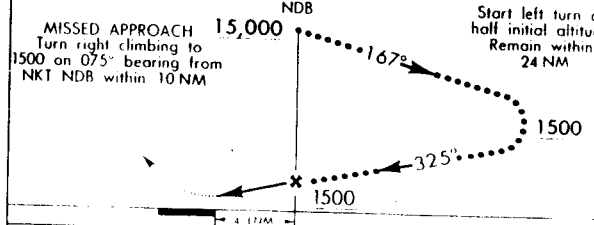


CAUTION: Rwy 23R ldg 7550'
Rwy 32L ldg 7600'

*When ALS inop, increase vis CAT C ¼ mile, CAT DE ½ mile, PAR ¼ mile.

EMERG SAFE ALT 100 NM 3400

MISSED APPROACH
Turn right climbing to 1500 on 075° bearing from NKT NDB within 10 NM



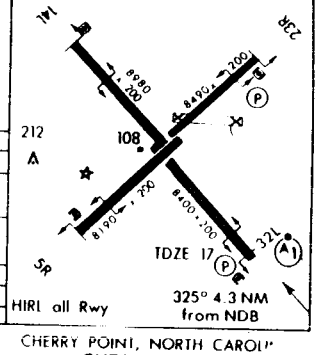
Start left turn at half initial altitude
Remain within 24 NM

CATEGORY	C	D	E
S 32L*	400 ¾	383	(400 ¾)
CIRCLING	520 1½ 491 (500 1½)	580 2 551	(600 2)
S PAR 32L*	117 ¼ 100 (100 ¼) GS 3.0°		

NDB to Missed Approach 4.3 NM	Knots	120	140	160	180	200
	Min:Sec	2:09	1:51	1:37	1:26	1:17

ELEV 29

Rwy 32R, 23L, 14R, 5L, marked in center mat area.



HIRL all Rwy

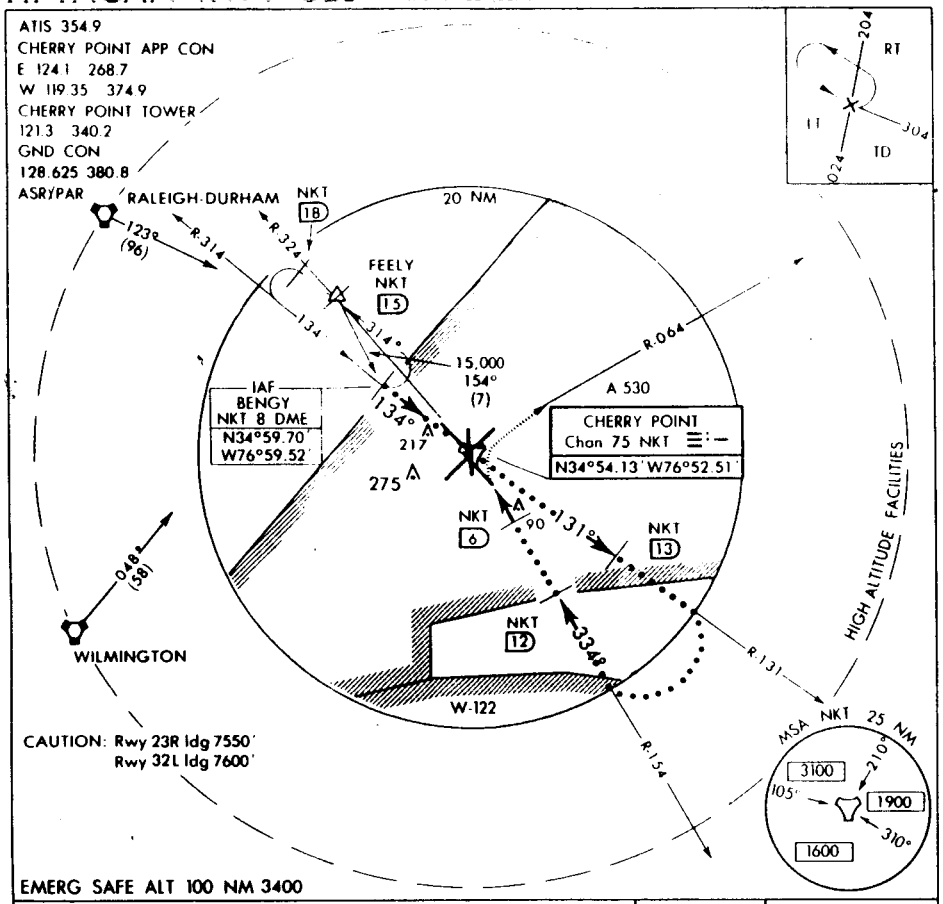
HI-NDB RWY 32L

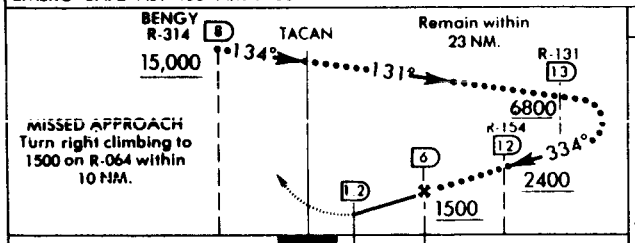
34°54'N 76°53'W

CHERRY POINT, NORTH CAROLI
CHERRY POINT M
(CUNNINGHAM FLD) (K

HI-TACAN RWY 32L

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)
JAL 471.02 (USN) CHERRY POINT, NORTH CAROLINA



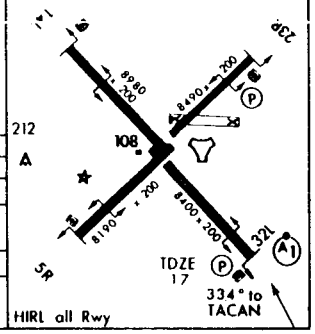


CATEGORY	C	D	E
S-32L*	340-¾	323 (400-¾)	
CIRCLING	520-1½ 491 (500-1½)	580-2 551	(600-2)
S-PAR 32L*	117-¼ 100	(100-¼) GS 3.0°	

*When ALS inop, increase vis CAT CD ¼ mile, CAT E ½ mile; PAR ¼ mile.

ELEV 29

Rwy 32R, 23L, 14R, 5L, marked in center mat area.



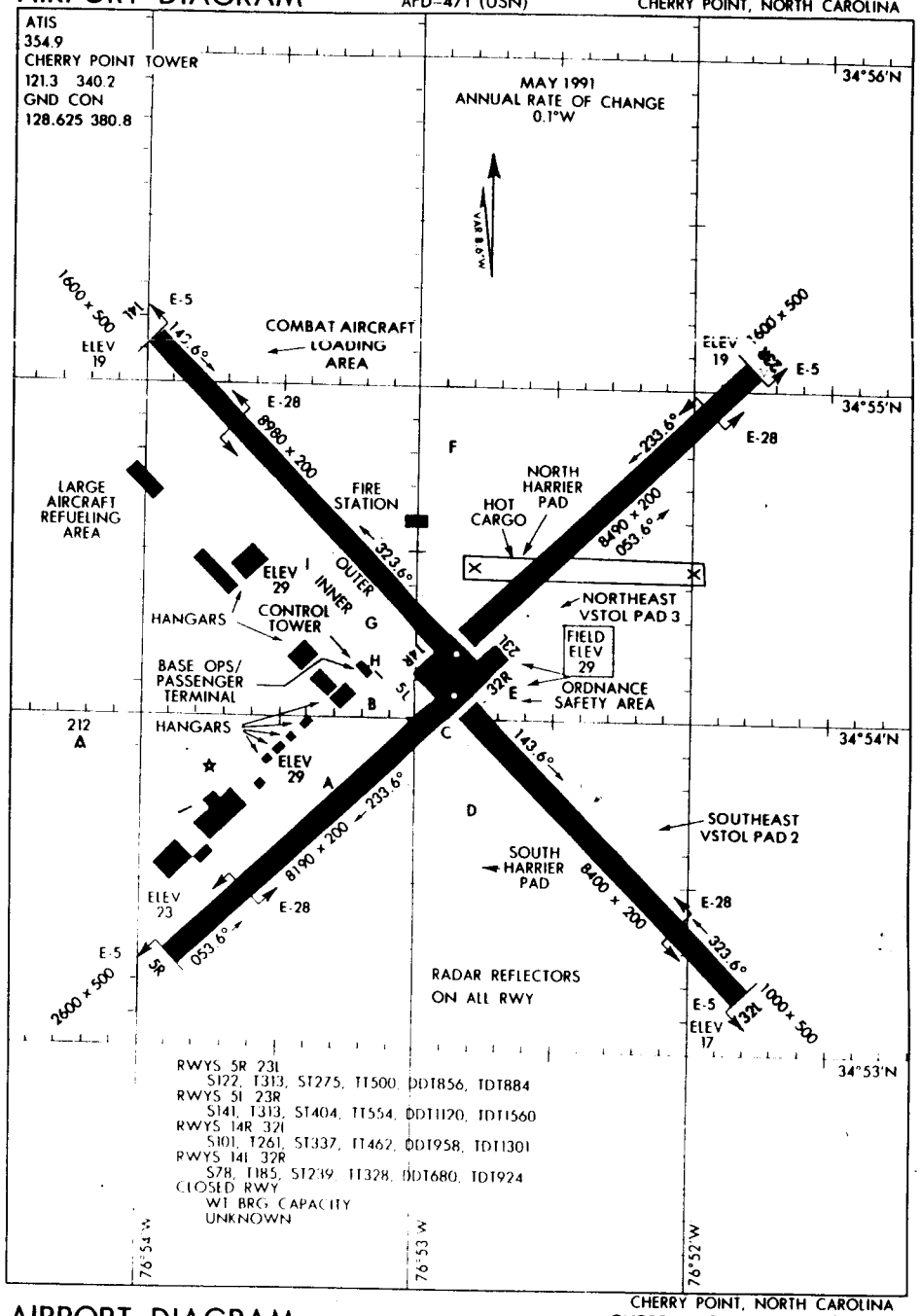
HI-TACAN RWY 32L

34°54'N-76°53'W CHERRY POINT, NORTH CAROLINA
CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

AIRPORT DIAGRAM

AFD-471 (USN)

CHERRY POINT MCAS (KNKT)
CHERRY POINT, NORTH CAROLINA



AIRPORT DIAGRAM

CHERRY POINT, NORTH CAROLINA
CHERRY POINT MCAS (KNKT)

CONTINUED FROM PREVIOUS PAGE

COMMUNICATIONS – **UNICOM** – 122.95 **ATIS** – 127.75 **FSS–SEATTLE SEA–NOTAM BFI SEATTLE RDO** – (V) 122.0 122.5 255.4 **SEATTLE APP/DEP CON** – (R) (119.2 284.7 341°–075°; 076°–160° Rwy 13) (125.9 290.9 076°–160° Rwy 31; 301°–340° Rwy 13) (126.5 391.9 161°–198°) (120.1 290.9 199°–300°) (120.4 395.0 301°–340° Rwy 31) **TWR** – (118.3 309°–127° and dep Rwy 13L–31R) (120.6 128°–308° and dep Rwy 13R–31L and all jets, hvy acft and IFR arr) 257.8 **GND CON** – 121.9 126.4 257.8 **CLNC DEL** – 118.9

NAVAIDS – **VOT** 108.6 **SEATTLE VORTACW** – (H) 116.8 SEA CH 115 47°26.1'N 122°18.6'W 341° 5.7 NM to Fld. 340/22°00'E **NOLLA NDB** – L 362 BF 47°38.0'N 122°23.3'W 128° 7.1 NM to Fld. 142/20°00'E

VOR unuse	005°–020° byd 20 NM blw 3500'	230°–270° byd 35 NM blw 11,000'
	005°–020° byd 30 NM blw 4100'	300°–330° byd 20 NM blw 2900'
	230°–270° byd 8 NM blw 5500'	300°–330° byd 30 NM blw 4000'
	230°–270° byd 20 NM blw 8000'	330°–350° byd 15 NM blw 3500'
	230°–270° byd 30 NM blw 10,000'	350°–005° byd 20 NM blw 2900'
TACAN az unuse	005°–025° byd 20 NM blw 4500'	200°–290°
	005°–025° byd 30 NM blw 7000'	300°–005° byd 30 NM blw 3500'
DME unuse	005°–025° byd 20 NM blw 4500'	200°–250° byd 27 NM
	005°–025° byd 30 NM blw 7000'	300°–005° byd 30 NM blw 3500'
NDB unuse	060°–160° byd 15 NM	

ILS/RADAR – **ILS DME** – Lczr unuse byd 20°E of cntrline on front crs. Lczr unuse byd 10°E and 15°W of cntrline on BC. **LOC BC DME** – 31L

BOEING FLD/KING CO INTL HELIPORT, (On Arpt)

BOGEY, MA

NDB – L 342 HY 41°43.0'N 70°12.2'W 246° 4.5 NM to Barnstable Muni–Boardman/Polando Fld. Unk/16°00'W

BOGGA, AL

NDB – L 211 AN 33°32.1'N 85°55.9'W 049° 4.9 NM to Anniston Metropolitan. 579/1°00'W

BOGUE MCALF, NC ◇

KNJM MC 34°41.4'N 77°01.8'W 22 UTC–5 (–4DT) **L–20H–27C**

(B) **RWY–05** L6,7,8,11,13——(4010x96 AM–2 Aluminum Matting S57 T150 ST175)——L6,7,8,11,13 **RWY–23**
M–21(B) (660') —— M–21(B) (652')

SERVICE – **LGT** – Rwy 05 and Rwy 23 apch lgt non–std. Apch lgt have 10 bars 100' apart, first 5 bars have strobe lgt in the center. **A–GEAR** – All non–emerg full stop ldg by tail hook acft are arrested and rqr Ldg Signal Officer (LSO). LSO avbl with 24 hr ntc. **JASU** – Avbl with 48 hr PN, (MWSS–271) (S–3) V582–0674. **FUEL** – J5, SP **TRAN ALERT** – No hgr, acft svc or tran maint avbl. Hot refuel req qualified crew member present to assist.

REMARKS – Opr 1400–2400Z Mon–Thu, 1400–1700Z Fri exc hol; 1600–0200Z Mon–Thu, 1300–1600Z Fri exc hol when DT in eff. Freq chg publ by NOTAM 24 hr prior. Extra hr avbl by ctc MWSS–271 Afld OPS V582–0674 C919–466–0674 with at least 24 hr PN. **CAUTION** – All rwy and twy sfc consist of AM–2 aluminum matting coated with non–skid all wx sfc, BA good, RCR 19–25. **TFC PAT** – Left tfc: Rwy 05, 1000' 1¼ NM abeam and outside White Oak Elementary School; Rwy 23, 1000' 1¼ NM abeam. **MISC** – Vert tkof of AV8 acft fr Confined Area Landing (CAL) sites lctd 800' SE of apch end Rwy 23.

COMMUNICATIONS – **SFA FSS–NEW BERN EWN–DL–NOTAM EWN CHERRY POINT APP/DEP CON** – (R) (E) 124.1 (268.7 All inbd acft ctc) **TWR** – (E) 119.5 321.8 **GND CON** – 262.6 **CLNC DEL** – 262.6 **PMSV: METRO** – RADAR wx advsy svc. Less than cont, by special req. 344.6

NAVAIDS – **TACAN** – (T) NJM CH 67 34°41.3'N 77°01.7'W At Fld. Unk/6°00'W.

TACAN unuse	150°–169° blw 2100'	170°–179°

ILS/RADAR – **RADAR** – SEE TERMINAL FLIP FOR RADAR MINIMA.

BOILER, IN

RDO – 115.6T (TERRE HAUTE FSS) **VORTAC** – (H) 115.1 BVT CH 98 40°33.4'N 87°04.2'W 143° 10.6 NM to Purdue Univ. 750/1°00'E HIWAS **H–4H, L–23B**

28 Apr 94 IFR Supp

BOILING FORK, TN

NDB – (MHW) 263 BGF 35°10.7'N 86°04.1'W At Winchester Muni. 975/1°00'W See VFR–S for arpt data.
NDB unuse byd 15 NM
L–14H

BOIRE FLD, NH ◇

ASH P 42°46.9'N 71°30.9'W 200 UTC–5(–4DT) **H–3J, L–25D–26F**

(B) **RWY–14** L5,6,8——(5500x100 ASP S62 T80 ST102 TT133)——L6,*9,*10 **RWY–32**

SERVICE – **LGT** – ACTIVATE–HIRL Rwy 14–32 and MALSR Rwy 14–CTAF. **FUEL** – (NC–100LL, A1+)

REMARKS – Opr 1200–0200Z++. **TFC PAT** – Jet and hvy acft 1700', lgt acft 1200'.

COMMUNICATIONS – **CTAF** – 119.7 **UNICOM** – 122.95 **ATIS** – 125.1 **FSS–CONCORD CON–NOTAM ASH MANCHESTER APP/DEP CON** – (R) 124.9 134.75 305.4 385.4 **NASHUA TWR** – Opr 1200–0200Z++ 1 Apr–31 Oct, 1200–2300Z++ 1 Nov–31 Mar. 134.9 **NASHUA GND CON** – 121.8 **MANCHESTER CLNC DEL** – 121.8

NAVAIDS – **MANCHESTER VORTAC** – (U) 114.4 MHT CH 91 42°52.1'N 71°22.2'W 246° 8.2 NM to Fld. 470/15°00'W **CHERN NDB** – (MHW) 359 AS 42°49.4'N 71°36.2'W 138° 4.6 NM to Fld. 218/15°00'W **DERRY NDB** – (MHW) 338 DRY 42°52.2'N 71°23.8'W 239° 7.4 NM to Fld. Unk/16°00'W

ILS/RADAR – **ILS** – 14

BOISE AIR TERMINAL, (GOWEN FLD) ID ◇

KBOI P (ANG NG) 43°33.9'N 116°13.5'W 2858 UTC–7(–6DT) **H–1B, L–9A**

(B) **RWY–10L** L6,9——(7400x150 ASP S75 T200 ST175 TT360 DDT400)——L6,9 **RWY–28R**
RWY–10R L5,6,8,9——(9763x190 ASP S75 T229 ST175 TT360 DDT400)——L5,6,8,9 **RWY–28L**
BAK–12(B)/BAK–14 (1000') —— BAK–12(B)/BAK–14 (1770')

SERVICE – **LRA A–GEAR** – Cable raised by BAK–14 device O/R to twr. **JASU** – 4(MD–3) 1(A–7) 1(MC–1M) 5(MC–11) 6(M32A–60) **FUEL** – 100LL, A, A+ (Avbl 1300–0500Z++ Mon–Fri, 1400–0100Z++ Sat–Sun, OT on call C208–383–3191, Boise Executive Terminal) J4(Mil) (NC–A1+) O–128–133–148(Mil) SOAP PRESAIR

REMARKS – **RSTD** – PPR, ANG/NG V941–5303. R/W do not overfly bldg S side of arpt. All tran acft execute a single str–in full stop apch. Overhead pat not auth for tran acft. **CAUTION** – Extv copter opr sfc to 3500' within 1 NM E and W, 5 NM S of Rwy 10R–28L. **TFC PAT** – Copter 3500'. **MISC** – All rwy porous friction sfc full len. **(ANG) (NG)** – PPR for fuel/prk (vaild plus or minus 1 hr). No tran svc Sat, Sun, hol or after 2200Z++ Mon–Fri wo PPR. AASF VIP pad prk rstd AUW 13 and F/W only.

COMMUNICATIONS – **UNICOM** – 122.95 **ATIS** – Opr 1300–0700Z++ 123.9 265.5 **FSS–BOISE BOI–DL–NOTAM BOI APP/DEP CON** – (R) Class C Airspace (E) (119.6 269.4 South) (126.9 379.8 North) **TWR** – (E) 118.1 119.0 257.8 **GND CON** – 121.7 348.6 **CLNC DEL** – 125.9 323.2 **NG OPS** – (41.5 FM) **ANG OPS** – 298.7.

NAVAIDS – **VORTACW** – (H) 113.3 BOI CH 80 43°33.2'N 116°11.5'W 280° 1.6 NM to Fld. 2870/17°00'E **USTIK NDB** – (H) 359 BO 43°35.8'N 116°18.9'W 099° 4.4 NM to Fld. 2700/17°00'E

VORTAC unuse	005°–025° byd 20 NM blw 9500'	118°–200° byd 5 NM blw 13,000'
	020°–035° byd 25 NM blw 13,000'	118°–200° byd 25 NM blw 15,000'
	020°–035° byd 38 NM blw 15,500'	118°–200° byd 35 NM
	035°–055° byd 25 NM blw 15,500'	345°–020° byd 30 NM blw 14,500'
TACAN az and DME unuse	005°–025° byd 20 NM blw 9500'	118°–200° byd 35 NM
	020°–055° byd 25 NM blw 15,500'	255°–301° byd 20 NM blw 5000'
	118°–200° byd 5 NM blw 13,000'	345°–020° byd 30 NM blw 14,500'
	118°–200° byd 25 NM blw 15,000'	

ILS/RADAR – **ILS DME** – 10R CH 22 lczr unuse inside thld.

BOISE AIR TERMINAL HELIPORT, (On arpt)

BOJAR, VA

NDB – (MHW) 385 LY 37°15.7'N 79°14.6'W 028° 4.4 NM to Lynchburg Regional–Preston Glenn Fld. 752/5°00'W Unmto when twr clsd. **L–22G–27C**

Lo ALT 28 Apr 94

RADAR INSTRUMENT APPROACH MINIMUMS

BOGUE MCALF, (SWANSBORO) NC (4 MAR 93 USN) ELEV 22

RADAR ⓪ **-(E)** 328.4 336.4 341.3 361.2 363.6

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	5	3.0°/40/759	ABCDE	**322**-1	300	(300-1)
	23	3.0°/48/925	ABCDE	**322**-1	300	(300-1)
ASR	5		ABC	**380**-1	358	(400-1)
			DE	**380**-1¼	358	(400-1¼)
	23		ABCD	**360**-1	338	(400-1)
			E	**360**-1¼	338	(400-1¼)
CIR	5-23		A	**440**-1	418	(500-1)
			B	**480**-1	458	(500-1)
			C	**480**-1½	458	(500-1½)
			DE	**580**-2	558	(600-2)

⓪ CAUTION: Apch not auth when R-5306C is active blw 2500. Cherry Point APP CON inop.

BRISTOL-JOHNSON-KINGSPORT/TRI-CITY REGIONAL, TN

(9 JAN 92 FAA) ELEV 1519

RADARⓐ **- (E)** 118.4 119.25 125.5 317.5 349.0 ∇ Δ

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	5		AB	**1960**/50	462	(500-1)
			C	**1960**/60	462	(500-1¼)
			D	**1960**-1½	462	(500-1½)
	23		AB	**2200**/24	682	(700-½)
			C	**2200**-1½	682	(700-1½)
			D	**2200**-1¾	682	(700-1¾)
CIR	5-23		A	**2340**-1	821	(900-1)
			B	**2340**-1¼	821	(900-1¼)
			C	**2340**-2½	821	(900-2½)
			D	**2340**-2¾	821	(900-2¾)

CAUTION: Cir not auth NW of Rwys 9 and 23. ⓐOpr 1100-0500Z++.

CHAPEL HILL/HORACE WILLIAMS, NC (4 MAY 89 FAA) ELEV 509

RADARⓐ **- (E)** 128.3 307.9 ∇ Δ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
CIR	All Rwy		AB	**1100**-1	591	(600-1)
			C	**1100**-1½	591	(600-1½)
			D	**NA**		

ⓐ**Use Raleigh-Durham APC altimeter setting.**

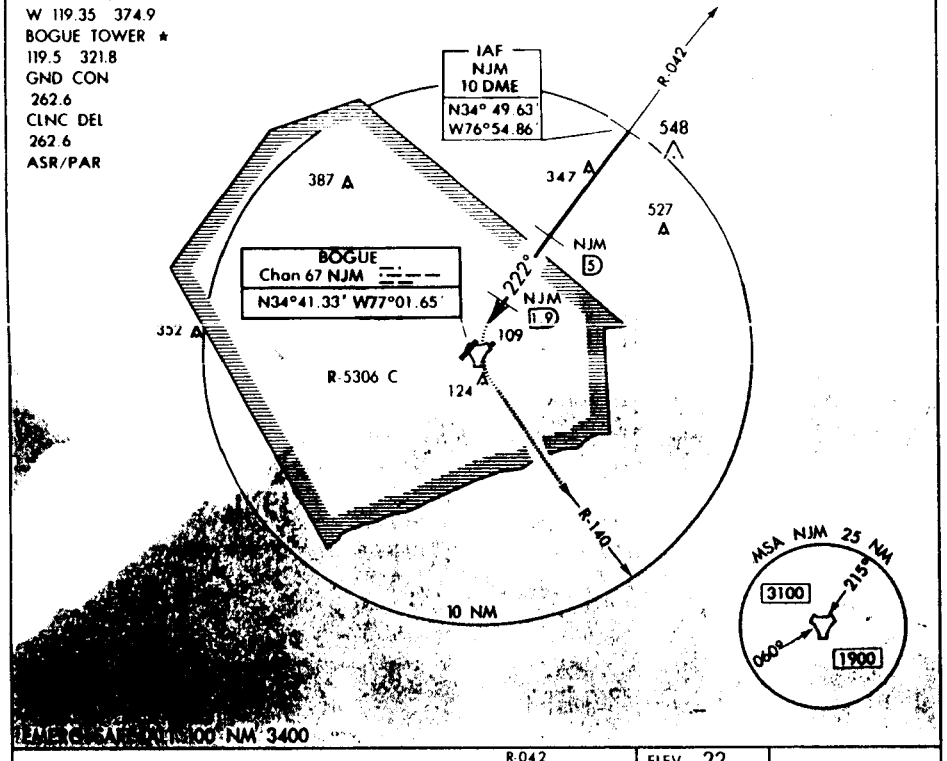
93035

TACAN RWY 23

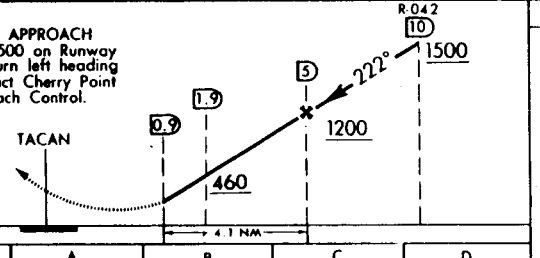
AL-2400.10 (USN)

BOGUE MCALF (KNJM)
SWANSBORO, NORTH CAROLINA

CHERRY POINT APP CON
E 124.1 268.7
W 119.35 374.9
BOGUE TOWER ★
119.5 321.8
GND CON
262.6
CLNC DEL
262.6
ASR/PAR



MISSED APPROACH
Climb to 1500 on Runway heading. Turn left heading 140°, contact Cherry Point Approach Control.

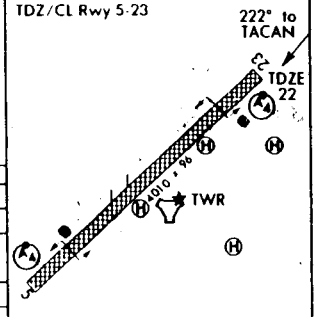


CATEGORY	A	B	C	D
S-23	360-1	338	(400-1)	
CIRCLING	440-1 418 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	580-2 558 (600-2)
S-PAR 23	322-1	300	(300-1)	GS 3.0°

CAUTION: This procedure not authorized when:
A. R-5306C is active below 2500 ft.
B. Cherry Point APP CON inoperative.

ELEV 22

TDZ/CL Rwy 5-23



HIRL Rwy 5-23
Rwy 5-23 Apch lgt non-std 900'

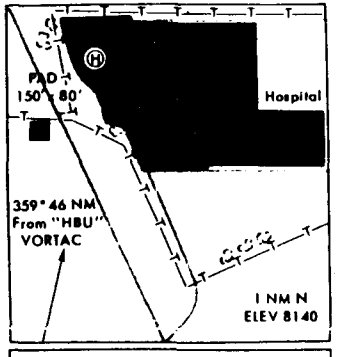
TACAN RWY 23

34°41'N 77°02'W

SWANSBORO, NORTH CAROLINA
BOGUE MCALF (KNJM)

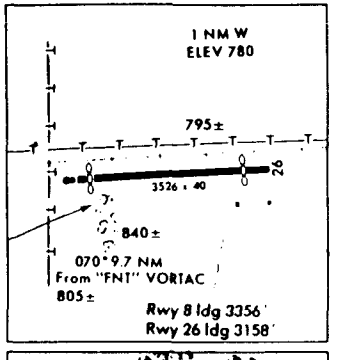
ASPEN VALLEY HOSP HELIPORT, CO
39°12'N 106°50'W UTC-7 (-6DT) DENVER
L3 (6V7)

HELIPORT REMARKS – CAUTION P-line and trees N, S.
COMMUNICATIONS – (FSS DENVER DEN)



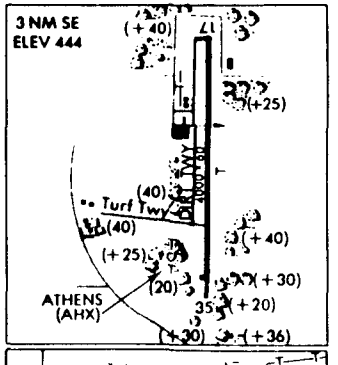
ATHELONE WILLIAMS MEM, MI (Davison)
43°02'N 83°32'W UTC-5 (-4DT)
L-12-23, DETROIT
(6G0)

AIRPORT REMARKS – CAUTION-Rwy 8-26 4' drainage ditch 60' left and rgt of rwy cntr line along entire length. Unattended. Rwy 8 displ thld lgtd at 175'. Rwy 26 displ thld lgtd at 340'.
COMMUNICATIONS (CTAF 122.9)
(FSS LANSING LAN-NOTAM LAN)
(R) **FLINT APP/DEP CON** – (E) 118.8 (b) 128.55 (c) 128.55
COM REMARKS – (a) Opr 1045-0430Z + +, OT ctc CLEVELAND CENTER 126.75 335.6 (b) W/N active rwy. (c) E/S active rwy.



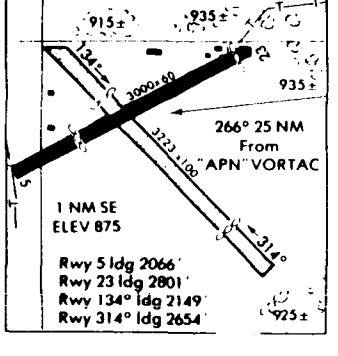
ATHENS MUNI, TX 32°10'N 95°50'W UTC-6 (-5DT)
L-13-17, DALLAS-FT WORTH
(F44)

P BL4
FUEL (1) – (NC-100LL, A)
AIRPORT REMARKS – (S25). Attended 1500Z + + -dusk. (1) C903-677-1897 after hr.
COMMUNICATIONS – (CTAF/UNICOM 123.0)
(FSS FORT WORTH FTW-NOTAM FTW)
(R) **FORT WORTH CENTER** – 135.25 265.1 (APP/DEP CON svc)



ATLANTA MUNI, MI 45°00'N 84°08'W
UTC-5 (-4DT) L-12, LAKE HURON
*L4(1) (Y93)

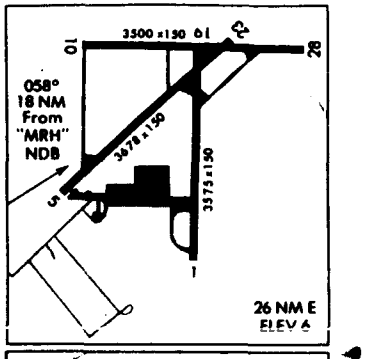
FUEL (2) – (NC-80, 100LL)
AIRPORT REMARKS – CAUTION – Rwy 5-23 loose stones on sfc. Attended O/R. Snow removal to priority, confirm cond prior to wm use. (1) ACTIVATE-LIRL Rwy 134°-314°-CTAF. (2) Avbl O/R.
COMMUNICATIONS – (CTAF 122.9)
(FSS LANSING LAN-NOTAM LAN)



VFR Sup
26 May 94

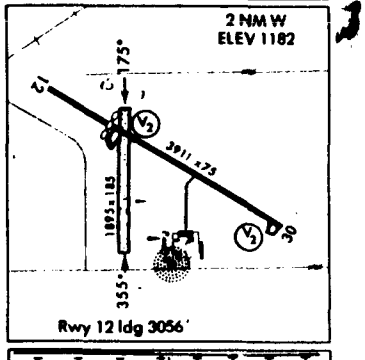
ATLANTIC MCOLF, NC (Sea Level) 34°53'N 76°21'W
UTC-5(-4DT) L-20-27, CHARLOTTE
MC

AIRPORT REMARKS – CAUTION – Extv mil copter opr on and in vcnty of arpt. Unattended.
COMMUNICATIONS – (a) **CHERRY POINT APP CON** – 119.75



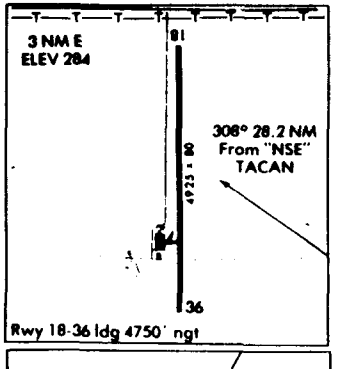
ATLANTIC MUNI, IA 41°24'N 95°03'W
UTC-6 (-5DT) L-11, OMAHA
P BL4 (1), 9, 10 (1) (AIO)

FUEL – (NC-100LL, A)
AIRPORT REMARKS – (S15) Rwy 12-30. Attended 1400Z + + -dusk, OT fone C712-243-3460. (1) ACTIVATE-MIRL, REIL Rwy 12-30-CTAF.
COMMUNICATIONS – (CTAF/UNICOM 122.7)
(AWOS-3 – 127.825)
(FSS FORT DODGE FOD-NOTAM FOD)
MINNEAPOLIS CENTER – 119.6 290.4 (APP/DEP CON svc)



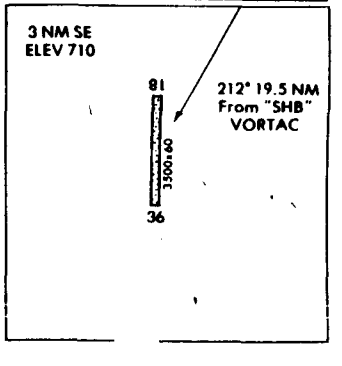
ATMORE MUNI, AL 31°01'N 87°27'W UTC-6 (-5DT)
L-18, NEW ORLEANS
BL4 (1) (0R1)

FUEL – (NC-100LL)
AIRPORT REMARKS – CAUTION – Loose gravel and grass on rwy. (S16). P-line N. Attended dawn-dusk Mon-Sat. Rwy 18-36 mrk faded. (1) No ldg lgt first 175' Rwy 18-36. LIRL Rwy 18-36 has numerous lgt O/S UFN.
COMMUNICATIONS – (CTAF/UNICOM 122.8)
(FSS ANNISTON ANB-NOTAM ANB)



ATTERBURY FLD, (CAMP ATTERBURY) IN
(Edinburgh) 39°21'N 86°02'W UTC-5
L-21, ST. LOUIS
NG L(1) (11N)

AIRPORT REMARKS – (ST) Pvt mil reserve trng area. (1) Unk type of lgt lctd at rwy corners.
COMMUNICATIONS – (CTAF 126.2)
(R) **INDIANAPOLIS CENTER** – 124.95 317.8 (APP/DEP CON svc)



Chapter 1

IFR MILITARY TRAINING ROUTES (IR)

I. General. IRs are mutually developed by DOD and FAA to provide for military operational and training requirements that cannot be met under the terms of FAR 91.117 (Aircraft Speed). Accordingly, the FAA has issued a waiver to DOD to permit operation of an aircraft below 10,000 feet MSL in excess of 250 knots indicated airspeed along DOD/FAA mutually developed and published IFR routes.

II. Route Development. Routes shall be developed using the procedures and criteria specified in FAA Handbook 7610.4 (Special Military Operation). MTR's that include one or more segments above 1500' AGL shall be identified by three number characters; e.g., IR–206, VR–207. MTR's with no segment above 1500' AGL shall be identified by four number characters; e.g., IR–1206, VR–1207.

III. Scheduling and Coordination.

A. Routes shall not be flown unless scheduled through the designated originating/scheduling activity listed in the route description.

B. See FAA Handbook 7610.4 for scheduling and coordination requirements.

C. Scheduling Activity Det 1, HQ ACC/DOSR, Offutt AFB, NE 68113–5550. This route is part of the Military Airspace Management System (MASMS). The MASMS computer is operational 24 hours a day. MASMS units may access at anytime. Non–MASMS units need to call Det 1, HQ ACC/DOSR, AV 271–2334, during duty hours (0700 to 1630 Central time, Monday thru Friday) to schedule normal training. For emergency assistance during non–duty hours, contact the MASMS duty scheduler, AV 271–2334, C402–294–2334. If there is no answer, contact the 55 WG Command Post, AV 271–3725, C402–294–3725, and ask to be put into contact with the MASMS duty scheduler.

IV. Flight Plans.

A. All IR operations shall be conducted on IFR flight plans or approved altitude reservations regardless of weather conditions.

B. Unless otherwise agreed to by the ARTCC in whose area the route originates, each flight plan shall include the following specific information:

1. The entry fix in terms of fix/radial/distance (FRD), route designator, the exit fix in terms of FRD, followed by the balance of the route of flight.

Example: TNP355025.IR252.PKE107102

2. The remarks portion of the flight plan shall contain the IR designator, the letter E and a four digit group indicating the entry time, the letter X and a four digit group indicating the exit time, and remarks.

Example: IR101E1617X1815MARSA

NOTE: Refer to FAA Handbook 7610.4 (Special Military Operation) for additional procedures and examples for complex routes such as Strategic Training Range sites with multiple reentries or flights that cross a center boundary after completion of the IR.

V. In Flight.

A. Entry/Exit.

1. All entries and exits shall be accomplished at published entry/exit points or alternate entry/exit points.

2. Pilots shall:

a. Obtain a specific ATC entry clearance prior to entering the route.

b. Unless otherwise agreed upon, obtain an ATC exit clearance prior to exiting the route.

c. Inform the ATC facility if any action on the part of the controller compromises MARSA procedures for the route, e.g., when MARSA is provided through scheduling and circumstances prevent the pilot from entering the route within established time limits, it shall be the responsibility of the pilot to inform the ATC facility and advise his intentions.

B. Route Adherence.

1. Pilots shall remain within the confines of the published route width and altitude.

2. When practicable, avoid flight within 1500 feet AGL or 3 NM of airports.

3. Unless the route segment is annotated "for use in VMC only," each route segment shall contain an altitude that is suitable for flight in IMC. This shall be referred to as the IFR altitude and may be contrary to FAR 91.177 (Minimum Altitude for IFR Operations). For example, when specifically authorized by appropriate military authority, altitudes below MEA or standard obstacle clearance may be used. In no case will flight operations be conducted at altitudes less than those specified in FAR 91.119 (Minimum Safe Altitudes; General). In the absence of a specified IFR altitude, it is defined as the top of the published block of altitudes.

CAUTION: Altitudes at which "Terrain Following" is authorized may not guarantee obstacle clearance or permit compliance with AFR 60–16 or OPNAVINST 3710.7 when flying an IR in instrument meteorological conditions (IMC). Pilots intending to terrain follow in IMC should consult their command guidance on the subject as well as the route proponent/scheduler to determine the lowest permissible altitude at which the flight may be safely conducted.

CAUTION: Pilots flying a MTR in visual meteorological conditions (VMC) are responsible for maintaining obstacle clearance and compliance with AFR 60–16 or OPNAVINST 3710.7 regardless of the route's published altitude(s).

C. Speed.

1. Flights shall be conducted at the minimum speed compatible with mission requirements.

2. When not established on the published route (descending through 10,000 feet MSL prior to route entry or exiting the route below 10,000 feet MSL) comply with FAR 91.117 (Aircraft Speed) or the current exemption granted to DOD.

D. Weather. Routes may be flown in IMC conditions unless otherwise specified in the route description or as required for MARSA or other mission requirements (road recon., etc.).

E. Communications Failure.

1. Unless otherwise agreed to in a letter of agreement, the pilot shall:

a. If in VMC or if VMC is encountered after the failure, continue the flight in VMC and land as soon as practicable.

b. If in IMC or if paragraph a. cannot be complied with:

(1) Maintain to the exit fix the higher of the following:

(a) The IFR altitude for each of the remaining route segments.

(b) The highest altitude assigned in the last ATC clearance.

(2) Depart the filed exit point at the altitude determined above, then climb/descend to the altitude filed in the flight plan for the remainder of the flight.

(3) Squawk Mode 3 Code 7700 during climb/descent to the next leg of the flight plan and for one minute during each 15 minute period. The remainder of the time, squawk Code 7600.

VI. Aircraft Separation.

A. ATC provides separation from nonparticipating IFR aircraft in controlled airspace.

B. Standard IFR separation between two or more flights on the same or intersecting IRs is provided within controlled airspace unless otherwise specified; however, special standards or MARSA techniques may be imposed by letter of agreement.

IR-020

ORIGINATING/SCHEDULING ACTIVITY: FACSFAC JAX, NAS Jacksonville, FL 32212 AUTOVON 942-2551. Commercial (904) 779-3455, 1-800-874-5059.

HOURS OF OPERATION: 0700-2400 lcl daily.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PIE 199/10	27°45.0'N 82°45.0'W
60 MSL - 80 MSL to	B	PIE 188/28	27°27.0'N 82°46.0'W
60 MSL - 80 MSL to	C	RSW 308/26	26°47.0'N 82°10.0'W
60 MSL - 80 MSL to	D	PHK 229/3	26°45.0'N 80°44.0'W
60 MSL - 80 MSL to	E	VRB 108/7	27°39.0'N 80°22.0'W
60 MSL - 80 MSL to	F	ORL 110/33	28°21.0'N 80°45.0'W
60 MSL - 80 MSL to	G	OMN 161/29	28°50.9'N 80°56.1'W
60 MSL - 80 MSL to	H	OMN 141/8	29°12.0'N 81°01.0'W
60 MSL - 80 MSL to	I	OMN 327/48	29°59.0'N 81°37.0'W
Alternate Exit:			
60 MSL - 80 MSL at	H1	OMN 141/08	29°12.0'N 81°01.0'W
60 MSL - 80 MSL to	AA	OMN 266/15	29°17.0'N 81°24.0'W
60 MSL - 80 MSL to	AB	OMN 252/26	29°10.0'N 81°35.0'W

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:
(1) Radar navigation (SN).

FSS's Within 100 NM Radius:
GNV, JAX, MIA, PIE

IR-021

ORIGINATING/SCHEDULING ACTIVITY: FACSFACNPA, NAS Pensacola, FL 32508 DSN 922-2735 C904-452-2735.

HOURS OF OPERATION: 1200-0400Z++ Monday thru Friday, occasionally on weekends.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	NSE 349/0	30°43.7'N 87°01.2'W
90 MSL-100 MSL as asgn to	B	CEW 054/21	31°01.0'N 86°20.0'W
50 MSL-110 MSL as asgn to	C	RRS 193/20	30°58.0'N 85°32.0'W
50 MSL-110 MSL as asgn to	D	MAI 167/22	30°26.0'N 85°02.0'W
50 MSL-110 MSL as asgn to	E	TLH 179/35	29°58.0'N 84°23.0'W
50 MSL-110 MSL as asgn to	F	MAI 122/14	30°40.0'N 84°54.0'W
70 MSL-100 MSL as asgn to	G	EUF 198/05	31°52.0'N 85°10.0'W
70 MSL-100 MSL as asgn to	H	MXF 048/29	32°41.0'N 85°55.0'W
70 MSL-100 MSL as asgn to	I	MXF 003/17	32°40.0'N 86°20.0'W
70 MSL-100 MSL as asgn to	J	MGM 316/06	32°18.0'N 86°24.0'W
70 MSL-100 MSL as asgn to	K	CEW 013/36	31°24.0'N 86°29.0'W

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:
(1) Request 10,000' MSL from A to B, 7000' MSL from B to K.
(2) Advise controller when making turns in excess of 20 deg.
(3) Radar system navigation (SN).
(4) Alternate Entry: F.
(5) Alternate Exit: F.

FSS's Within 100 NM Radius:
ANB, BHM, CEW, DHN, GNV, MCN, MEI, MGM, MOB, MSL

IR-022

ORIGINATING/SCHEDULING ACTIVITY: FACSFAC, NAS Pensacola, FL 32508-5000 DSN 922-2735 C904-452-2235.

HOURS OF OPERATION: 1200-0400Z++ weekdays, occasional weekends.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
90 MSL-100 MSL at	A	SDZ VORTAC	35°12.9'N 79°35.3'W
90 MSL-100 MSL at	B	SDZ 276/26	35°14.0'N 80°07.0'W
90 MSL-100 MSL at	C	FML 354/47	35°46.0'N 81°05.0'W
90 MSL-100 MSL at	D	HMV 116/48	36°08.0'N 81°13.0'W
90 MSL-100 MSL at	E	HMV 186/6	36°20.0'N 82°08.0'W
90 MSL-100 MSL at	F	SOT 037/22	36°06.0'N 82°48.0'W
100 MSL to	G	SPA 291/41	35°15.0'N 82°43.0'W
100 MSL to	H	ELW 346/24	34°48.0'N 82°54.0'W
100 MSL to	I	ODF 247/2	34°41.0'N 83°20.0'W
100 MSL to	J	ELW 201/4	34°21.0'N 82°49.0'W

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:
(1) Request 100 MSL from Point A to Point F.
(2) Advise ATC when making a turn in excess of 20° within the route width.
(3) Radar navigation (SN).
(4) Alternate Entry Point (C)
(5) Alternate Exit Points (G and H)

FSS's Within 100 NM Radius:
ANB, AND, BLF, CHS, EWN, FLO, HKY, LOZ, MCN, RDU, RWI, TRI

IR-023

ORIGINATING ACTIVITY: CG, MCAS Cherry Pt, NC 28533 AUTOVON 582-3111.

SCHEDULING ACTIVITY: Central Scheduling Division MCAS Cherry Pt, NC 28533 DSN 582-4040/4041, C919-466-4040/4041, 0730-1630 daily.

HOURS OF OPERATION: Continuous.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SAV 292/46	32°26.0'N 81°57.0'W
01 AGL B 30 MSL to	B	SAV 266/48	32°05.0'N 82°03.0'W
01 AGL B 30 MSL to	C	AMG 048/28	31°51.0'N 82°06.0'W
01 AGL B 30 MSL to	D	AYS 098/29	31°12.0'N 82°00.0'W
01 AGL B 40 MSL to	E	TAY 187/11	30°19.0'N 82°34.0'W
40 MSL to	F	TAY 197/18	30°13.0'N 82°38.0'W
40 MSL to	G	GNV 036/08	29°41.0'N 82°16.0'W
40 MSL to	H	OCF 098/27	29°07.0'N 81°43.0'W

TERRAIN FOLLOWING OPERATIONS: Authorized from A to F.

ROUTE WIDTH – 5 NM either side of centerline.

Special Operating Procedures:

(1) Alternate Entry: D.
(2) Alternate Exit: B, D and G.
(3) When terrain following avoid the Reedsville, GA Arpt (32°04'N 82°09'W) by 5 NM and the Jessup, GA Arpt (31°33'N 81°53'W) by 7 NM. Maintain 2000' AGL over Okefenokee National Wildlife Refuge. Avoid R-2907B.
(4) If not scheduled into R-2910, exit at G.
(5) Minimum alt 100' AGL for terrain following.
(6) Systems navigation (SN).
(7) Between Point C-D 1032' AGL antenna 31°09.4'N 81°58.3'W.
(8) At Point B contact ZJX ARTCC 290.4 MHz.
(9) Antenna 1 NM NE of point A at 370' AGL 595' MSL at 32°26.7'N 81°58.1'W.

FSS's Within 100 NM Radius:
AND, CHS, GNV, JAX, MCN, PIE

IR-026

ORIGINATING/SCHEDULING ACTIVITY: AFWTF USNS Roosevelt Roads BOX 34 FPO Miami FL 34051 DSN 831-5218/4194, C809-865-5218/4194.

HOURS OF OPERATION: Daily.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
40 MSL B 100 MSL	A	STT 346/26	18°45.0'N 65°12.5'W
40 MSL B 100 MSL	B	STT 224/8	18°15.0'N 65°06.0'W
30 MSL B 100 MSL	C	STT 194/21	18°00.0'N 65°03.0'W
20 MSL B 40 MSL	D	STT 219/20	18°04.0'N 65°11.6'W

ROUTE WIDTH – 2 NM each side of centerline.

Special Operating Procedures:

(1) This route to be used for flight of an unmanned aerospace vehicle only.

FSS's Within 100 NM Radius:
SJU

IR-027

ORIGINATING/SCHEDULING ACTIVITY: AFWTF USNS Roosevelt Roads Box 34 FPO Miami FL 34051 DSN 831-5218/4194, C809-865-5218/4194.

HOURS OF OPERATION: Daily.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
20 MSL B 40 MSL	A	STT 228/44	17°47.0'N 65°30.0'W
20 MSL B 40 MSL	B	STT 234/32	17°58.5'N 65°25.0'W

ROUTE WIDTH – 2 NM each side of centerline.

Special Operating Procedures:

(1) This route to be used for flight of an unmanned aerospace vehicle only.

FSS's Within 100 NM Radius:
SJU

IR-030

ORIGINATING/SCHEDULING ACTIVITY: Naval Air Warfare Center, Aircraft Division (RD20), Patuxent River, Md 20670-5304 AUTOVON 326-1538 C301-863-1538.

HOURS OF OPERATION: Daylight hours only; daily.

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CEW 141/35	30°21.4'N 86°17.0'W
05 AGL B 60 MSL to	B	CEW 107/19	30°43.5'N 86°20.0'W
05 AGL B 40 MSL to	C	CEW 073/15	30°53.0'N 86°24.2'W
05 AGL B 40 MSL to	D	CEW 019/18	31°06.0'N 86°33.0'W
05 AGL B 40 MSL to	E	CEW 009/21	31°10.0'N 86°35.7'W
05 AGL B 40 MSL to	F	MVC 091/32	31°25.0'N 86°44.0'W
05 AGL B 40 MSL to	G	MVC 022/32	31°56.0'N 87°05.0'W
05 AGL B 40 MSL to	H	MVC 296/19	31°37.0'N 87°40.0'W
05 AGL B 40 MSL to	I	MVC 248/27	31°19.2'N 87°51.5'W
05 AGL B 40 MSL to	J	MVC 244/28	31°16.8'N 87°51.7'W
05 AGL B 40 MSL to	K	MVC 212/20	31°11.3'N 87°34.8'W
05 AGL B 40 MSL to	L	MVC 131/21	31°13.0'N 87°04.0'W
05 AGL B 40 MSL to	M	CEW 010/18	31°07.0'N 86°36.0'W
05 AGL B 40 MSL to	N	CEW 020/18	31°06.0'N 86°33.0'W
05 AGL B 40 MSL to	O	CEW 074/15	30°53.0'N 86°24.2'W
05 AGL B 40 MSL to	P	CEW 106/19	30°43.5'N 86°20.0'W

TERRAIN FOLLOWING OPERATIONS: Authorized from E to M.

ROUTE WIDTH – 5 NM either side of centerline A to B and C to O; 2 NM west side and 5 NM east side of centerline B to C and O to P.

Special Operating Procedures:

(1) For use in VMC only.
(2) Route continuation from M to E authorized.
(3) Alternate entry or exit, A, B and P.
(4) Altitude restrictions between D and E 500' AGL-4000' MSL Saturdays and Sundays only, or Monday thru Friday 1100-1300L, with prior coordination otherwise altitude restriction 1500' AGL-4000' MSL.
(5) Alternate entry/exit: D and N.

FSS's Within 100 NM Radius:
ANB, BHM, CEW, DHN, DRI, JAN, MCB, MEI, MGM, MOB

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: AR18V

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) VFR Refueling Track
* b. Dimensions (nmi. x nmi. x ft of altitude)
* c. Distance from main airfield
* d. Time en route from main airfield
e. Controlling agency Cherry Pt. RATCF
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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
i. Is the airspace under communications coverage? Yes
* j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Number of sorties flown in FY 1993 42 acft
- By Navy/USMC Estimated @ 100%= 42 acft
- By other services (including reserves and national guard) 0

m. Percent of sorties cancelled due to weather. Although scheduled & updated data not maintain as requested. Estimate 60%
n. Number of available hours in FY 1993 8760
o. Number of scheduled hours in FY 1993 141.3
- By Navy/USMC 141.3
- By other services (including reserves and national guard) 0

p. Number of hours used 41
- By Navy/USMC 41
- By other services (including reserves and national guard) 0

q. Types of training permitted VFR HELO REFUELING
r. Is the training within this airspace affected by environmental issues? If so, how? No

* SEE ATTACHMENTS

18V													
SKED HRS	17.8	2	5	4	13	17	20.5	8.5	26.5	15.5	4	7.5	141.3
UTIL HRS	3.8	5.5	1.5	7	13.8	4	2	2.2	1.2	0	0	0	41
ACFT	1	3	7	5	16	5	2	2	1	0	0	0	42

Chapter 4

REFUELING TRACKS/ANCHORS/ VFR HELICOPTER REFUELING TRACKS/ANCHORS

I. GENERAL

A. The conduct of aerial refueling is based on the strict requirement that participating aircraft remain within specifically designated airspace. Air refueling operations are normally conducted on tracks or in anchor areas published in this document. There are certain mission requirements and operational considerations which may necessitate enroute refueling operations or the establishment of special tracks/anchors not published in this document. Refer to FAAH 7610.4 for information on those requirements.

B. Aerial refueling operations will be conducted under instrument flight rules on the Aerial Refueling Tracks/Anchors described in this section. New refueling tracks/anchors or changes to existing refueling tracks/anchors will become effective on the date of this booklet or the Planning Change Notice unless indicated otherwise.

C. The tanker aircraft is responsible for requesting altitude clearance and routing (if different than flight plan routing) for the receiver and tanker aircraft beyond the AR exit point. If clearance is requested and not received, all aircraft will proceed on flight plan routing at last assigned altitude.

II. EXPLANATION OF TERMS

A. REFUELING TRACKS

1. ARIP — Air Refueling Initial Point — A point located upstream from the ARCP at which the receiver aircraft initiates a rendezvous with the tanker. Descent to refueling altitude will be made between ARIP and ARCP.

2. ARCP — Air Refueling Control Point — The location where the tanker and receiver rendezvous is completed prior to refueling. Tankers orbit at this point.

3. NAVIGATION CHECKPOINTS — These are designated where required to provide a means for adequate navigation for refueling aircraft and for departure from the track subsequent to refueling.

4. EXIT — The point at which the refueling track terminates.

5. COMMUNICATION/RENDEZVOUS PLAN —

   a. Primary UHF
   b. Backup UHF
   c. APN 69/134/135 Settings
   d. APX 78/Encode/Decode
   e. TACAN Channels Receiver/Tanker

6. REFUELING ALTITUDES — The block of airspace within which refueling operations may be conducted.

7. SCHEDULING UNIT—The military unit responsible for scheduling refueling operations. It provides daily schedules covering requested altitudes/flight levels and times of use for proposed operations to the assigned ARTCC.

8. ASSIGNED ARTCC—The FAA Air Traffic Control Center that controls the airspace within which the track is located.

B. REFUELING ANCHORS

1. ENTRY POINTS—These are designated points where tanker aircraft may enter the anchor area without the assistance of radar. When either FAA Center Radar or Ground TAC Radar is operative, a tanker may proceed to the Anchor Point without crossing an Entry Point.

2. ANCHOR POINT—The geographical point upon which the anchor pattern is oriented.

3. ANCHOR PATTERN—A left-hand race track pattern with legs separated by a minimum of 20NM and a minimum leg length of 50NM.

4. EXIT POINTS—These are designated points where tanker and receiver aircraft may depart the anchor area after refueling is completed.

5. MILITARY RADAR—The call sign and frequencies of the military unit responsible for radar control of refueling operations within the anchor area. These are normally an ADCF (Air Defense Control Facility) or CRC/CRP (Control and Reporting Center/Post).

NOTES: 1. The general location of the refueling tracks/anchors are depicted on the graphic published on the following page.

2. See DD 175, item (9) under Flight Plans, Chapter 4 in General Planning for Special Instructions.

C. ARTCC FREQUENCIES

The ARTCC frequencies to be used at the control and/or exit points are listed under the "Assigned ARTCC" column, e.g., ARCP 297.3 EXIT 295.4.

VFR HELICOPTER REFUELING TRACKS

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ARTCC
(AR-15V)	COF TACAN 036/38 28°46'30"N 80°12'35"W	COF TACAN 046/26 28°32'30"N 80°15'30"W		COF TACAN 156/18 27°58'45"N 80°26'30"W	Use DET 15, 41 RWRW assigned frequencies	1,000/4,000	Det 15, 41 RWRW/DOO Patrick AFB, FL AUTOVON 854-5727	①Miami

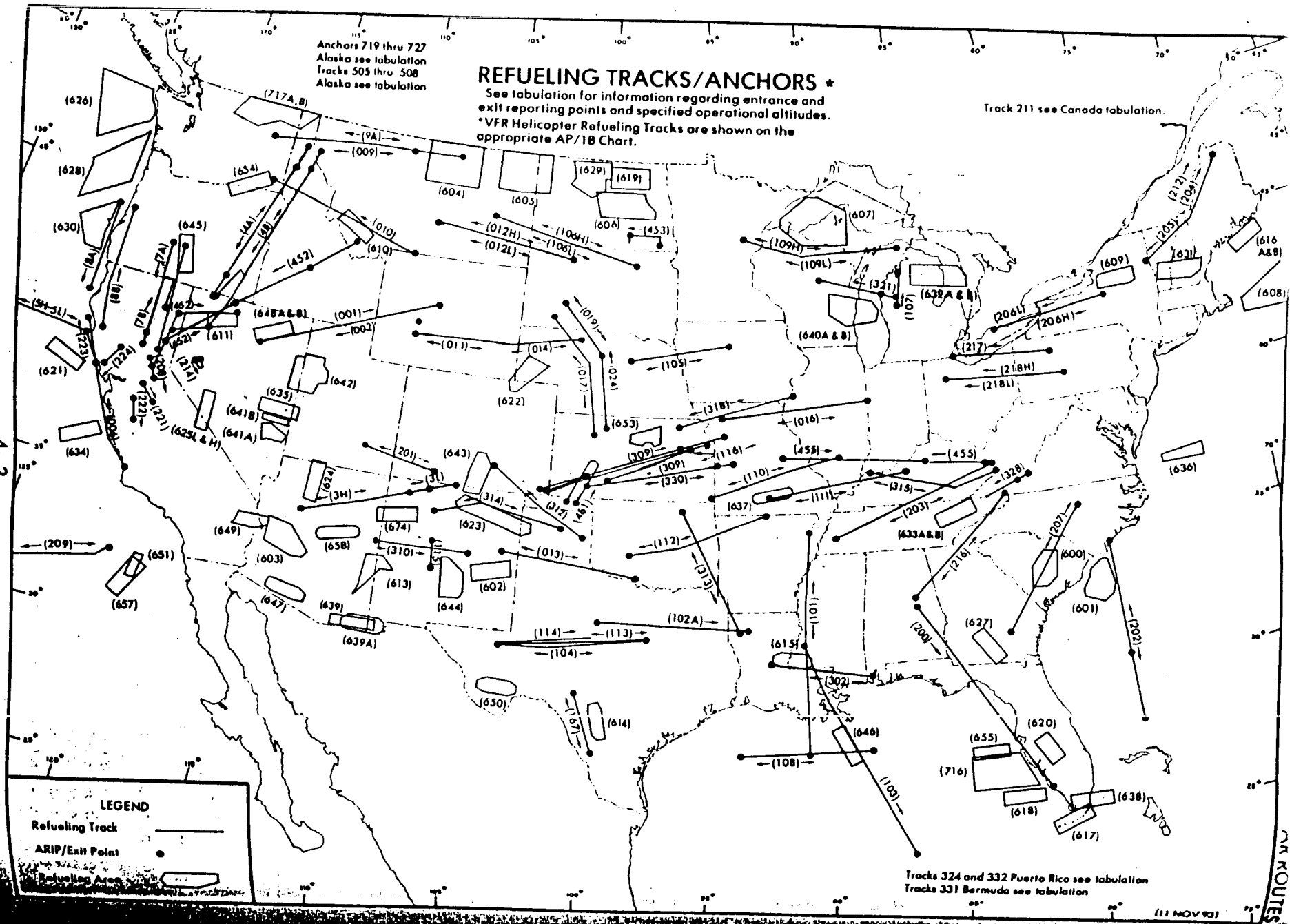
Remarks: ① Airspace delegated to Patrick AFB RAPCON. Restricted to 23AF use only. Protected airspace is 4 NM either side of centerline. Air refueling aircraft may include multiple tankers and receivers.

(AR-18V) (North)	NKT TACAN 142/24 34°36'N 76°33'W	NKT TACAN 110/29.5 34°48'N 76°18'W	NKT TACAN 105/28 34°49'30"N 76°19'W	NKT TACAN 086/39 35°00'N 76°06'W	a. 353.0 b. 360.5 c. N/R d. ½ e. 29/92	4,000/10,000	C.G.MCAS Cherry Point, NC AUTOVON 582-4040/4041	Washington ①
(South)	NKT TACAN 086/39 35°00'N 76°06'W	NKT TACAN 105/28 34°49'30"N 76°19'W	NKT TACAN 110/29.5 34°48'N 76°18'W	NKT TACAN 142/24 34°36'N 76°33'W				

Remarks: ① Airspace delegated to MCAS Cherry Point RATCF.

(AR-117V)	ONM VORTAC 334/30 34°49'N 106°57'48"W	ONM VORTAC 334/20 34°40'N 106°55'W	ONM VORTAC	ONM VORTAC 165/20 34°00'N 106°48'W	542 CTW assigned frequencies	7,000/9,000	542 OSS/DOO Kirtland AFB, NM DSN 246-6273	Albuquerque ARCP – 125.2 307.2 EXIT – 125.2 307.2

Remarks: Restricted to 542 CTW use only. Protected airspace is 4 NM either side of centerline. Air refueling may be conducted anywhere within the confines of the protected airspace and may include multiple tankers and/or receivers. For VFR use only.



REFUELING TRACKS

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: NEUSE REFUELING TRACK

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft of altitude) SEE ATTACHED LOA
c. Distance from main airfield
d. Time en route from main airfield
e. Controlling agency Cherry Pt. RATCF
f. Scheduling agency Cherry Pt. Range/Airspace Scheduling Section (SOTT)
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
i. Is the airspace under communications coverage? Yes
j. Number of low level airways (below 18,000 ft) that bisect airspace N/A
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
l. Number of sorties flown in FY 1993 44 acft
   - By Navy/USMC Estimated @ 80%=35 acft
   - By other services (including reserves and national guard) Estimated @ 20%=9 acft
m. Percent of sorties cancelled due to weather. unknown
++++n. Number of available hours in FY 1993 8760
o. Number of scheduled hours in FY 1993 48.4
   - By Navy/USMC Estimated @ 80%=38.7
   - By other services (including reserves and national guard) Estimated @ 20%=9.7
p. Number of hours used 25.7
   - By Navy/USMC Estimated @ 80%=20.6
   - By other services (including reserves and national guard) Estimated @ 20%=5.1
q. Types of training permitted REFUELING
r. Is the training within this airspace affected by environmental issues? If so, how? No

++++Due to the Neuse Track and the Kiwi Track overlapping there is a great deal of coordination required to deconflict these routes. The Kiwi Track is scheduled by Seymour Johnson AFB. Washington Center owns the airspace above 18,000' and must release it to Cherry Pt. RATCF in addition to the scheduling thereof. Denials are not tracked.

N													
SKED HRS	19.4	0	0	16	2.2	2.3	0	1	0	5.5	0	2	48.4
UTIL HRS	.8	0	0	21.7	.5	0	0	0	0	2.7	0	0	25.7
ACFT	1	0	0	32	1	0	0	0	0	10	0	0	44

UNITED STATES MARINE CORPS

MARINE CORPS AIR STATION

AND

2D MARINE AIRCRAFT WING, FLEET MARINE FORCE, ATLANTIC

CHERRY POINT, NORTH CAROLINA 28533

LETTER OF AGREEMENT

EFFECTIVE: 1 SEPTEMBER 87

SUBJ: USE AND SCHEDULING OF NEUSE ATC ASSIGNED AIRSPACE (ATCAA)

1. PURPOSE. TO PROMULGATE PROCEDURES AND RESPONSIBILITIES FOR THE USE OF THE NEUSE ATCAA.

2. CANCELLATION. THIS AGREEMENT CANCELS THE PREVIOUS LETTER, USE AND SCHEDULING OF NEUSE ATC ASSIGNED AIRSPACE (ATCAA) OF 16 JUN 1980.

3. SCOPE. THE PROCEDURES OUTLINED HEREIN ARE FOR USE IN THE CONDUCT OF OPERATIONS WITHIN THE NEUSE ATCAA AND ARE APPLICABLE TO MCAS CHERRY POINT SCHEDULING AGENCY (CENTRAL SCHEDULING CENTER) AND SECOND MARINE AIRCRAFT WING, USING AGENCY.

4. AREA (SEE ATTACHMENT 1)

A. THE NEUSE ATCAA, FLIGHT LEVEL 180 - 230, OVERLIES R5306A, C, D AND ALERT AREA 530. IT HAS BEEN DEVELOPED TO ACCOMMODATE FLIGHT ACTIVITIES, PRIMARILY AERIAL REFUELING, WHICH IS DIFFICULT OR IMPOSSIBLE TO INTEGRATE SAFELY WITH NONPARTICIPATING IFR TRAFFIC.

5. SCHEDULING

A. NEUSE ATCAA REQUEST. SECOND MAW UNITS/FLIGHTS DESIRING TO SCHEDULE THE NEUSE ATCAA SHALL CONTACT CG MCAS CHERRY POINT, CENTRAL SCHEDULING CENTER, A MINIMUM OF TWO HOURS PRIOR TO PLANNED DEPARTURE. EXTENSION 4040/4041.

B. COORDINATION. SCHEDULING PERSONNEL MUST INSURE THE REQUESTED TIME IS AVAILABLE FOR SCHEDULING AND COORDINATED WITH CHERRY POINT RADAR APPROACH CONTROL A MINIMUM OF ONE HOUR PRIOR TO THE EXPECTED ARRIVAL TIME. TO INSURE TIMELY COORDINATION ON A REGULAR BASIS, SCHEDULING PERSONNEL WILL NOTIFY THE DUTY SUPERVISOR EACH REGULAR WORK DAY (MON-FRI) PRIOR TO 1630 LOCAL OF THE NEXT DAYS PROPOSED FLIGHT ACTIVITIES IN THE NEUSE ATCAA. NOTIFICATION ON FRIDAY WILL INCLUDE PLANNED ACTIVITY OVER SATURDAY OR SUNDAY.

C. MARSA. MARSA APPLIES FOR SECOND MARINE AIRCRAFT WING OPERATIONS WITHIN THE NEUSE AREA. THE REQUESTING PILOT SHALL SPECIFIY WITH WHOM REDUCED SEPARATION WILL BE BETWEEN. FOR EXAMPLE, "MARSA ALL SECOND MAW AIRCRAFT IN THE NEUSE" OR "MARSA MAGIC 31".

D. FLIGHT PLANS. FLIGHTS INTO THE NEUSE ATCAA SHALL BE FILED ON DD FORM 175 OR THE SQUADRON DAILY FLIGHT SCHEDULE. THE INFORMATION LISTED BELOW IS THE MINIMUM REQUIRED FROM AIRCREWS.

1. AIRCRAFT IDENTIFICATION
2. ALTITUDE(S) REQUESTED
3. TIME PERIOD(S) REQUESTED.

6. PROCEDURES

A. FLIGHTS SHALL CONTACT CHERRY POINT CLEARANCE DELIVERY FOR CLEARANCE INTO THE NEUSE ATCAA.

B. RADAR SERVICE IS AVAILABLE TO/FROM THE AREA. RADAR SERVICE OTHER THAN SURVEILLANCE/ASSISTANCE WILL NOT BE PROVIDED AFTER AIRCRAFT HAVE ENTERED THE AREA.

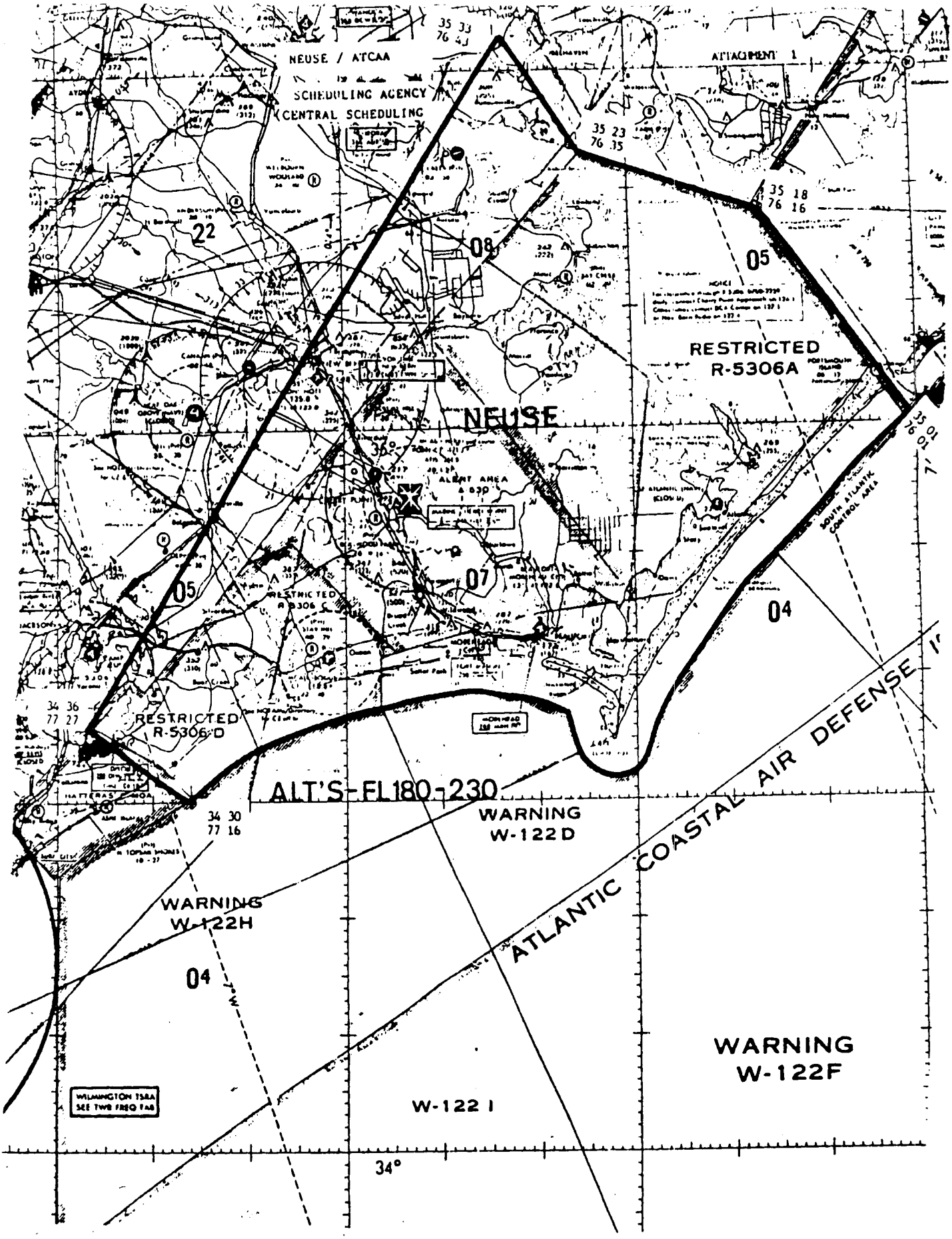
C. IT IS THE RESPONSIBILITY OF THE PILOT(S) TO REMAIN WITHIN THE BOUNDARIES OF THE ATCAA.

7. DISSEMINATION. THE CONTENTS OF THIS LETTER SHOULD BE DISSEMINATED TO ALL 2ND MAW UNITS WHICH UTILIZE THE NEUSE.

8. ATTACHMENT. ATTACHMENT 1, NEUSE ATCAA.

For Paul J. Lowery
K. D. HOLLAND, COL, USMC
DIRECTOR OF OPERATIONS
MCAS CHERRY POINT, N.C.

William J. Barba
W. BARBA, COL, USMC
ASSISTANT CHIEF OF STAFF, G-3
SECOND MARINE AIRCRAFT WING


NEUSE / ATCAA
SCHEDULING AGENCY
CENTRAL SCHEDULING
ATTACHMENT 1
35 33
76 43
35 23
76 35
35 18
76 16
22
08
05
RESTRICTED
R-5306A
NEUSE
36
ALERT AREA
07
05
RESTRICTED
R-5306
04
34 36
77 27
RESTRICTED
R-5306D
ALT'S-FL180-230
WARNING
W-122D
34 30
77 16
WARNING
W-122H
04
ATLANTIC COASTAL AIR DEFENSE
WARNING
W-122F
W-122 I
34°

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (Data Call #38: MILITARY VALUE)

ACTIVITY COMMANDER

F. MCCORKLE	FMCCORKLE
NAME (Please type or print)	Signature
Commanding General	15 JUN 1994
Title	Date
Marine Corps Air Station, Cherry Point, NC	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 Data Call #38: MILITARY VALUE)

NEXT ECHELON LEVEL (if applicable)

F. MCCORKLE
NAME (Please type or print)

FMccorkle
Signature

Commanding General
Title

15 JUN 1994
Date

Marine Corps Air Bases East
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

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

Signature

7/29/94
Date

DATA CALL 38 PAGE CHANGES FOR MCAS CHERRY POINT

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 BSAT Data Call Amplification)

NEXT ECHELON LEVEL (if applicable)

F. MCCORKLE
NAME (Please type or print)

FMCCORKLE
Signature

Commanding General
Title

21 Oct 94
Date

Marine Corps Air Bases East
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

J. A. BRABHAM
LIEUTENANT GENERAL, U.S. MARINE CORPS
DEPUTY CHIEF OF STAFF FOR
INSTALLATIONS AND LOGISTICS
NAME (Please type or print)

Signature

Title

11/3/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. (BRAC '95 BSAT Data Call Amplification)

ACTIVITY COMMANDER

F. MCCORKLE
NAME (Please type or print)

F McCorkle
Signature

Commanding General
Title

21 Oct 94
Date

Marine Corps Air Station, Cherry Point, NC
Activity

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

8

IN REPLY REFER TO:

11000
LFL/F615
27 OCT 1994

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

Subj: CLARIFYING DATA RESPONSE

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

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

1. The enclosure provides the requested certified information.

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

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

BRAC-95 CERTIFICATION

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

DATA CALL: SUPPLEMENTAL CLARIFYING DATA

ACTIVITY: HQMC DATA BASE INFO FOR MC AIR STATIONS

PAGE (S): 1

BSWG REVIEW OFFICIAL

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

Signature

GM-14, REAL ESTATE & BRAC SECTION HEAD
Title

27 OCT 94
Date

SUPPLEMENTAL CLARIFYING DATA REQUEST OF 26 OCT 94

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

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

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

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

pe of print

Signature

10/27/94

Title

Date

11011
LFL/B-426
26 OCT 94

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

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

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

8

DATA CALL 66 UIC: 43355
INSTALLATION RESOURCES

Activity Information:

Activity Name:	PERSUPPDET Cherry Point
UIC:	43355
Host Activity Name (if response is for a tenant activity):	Marine Corps Air Station, Cherry Point
Host Activity UIC:	00146

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - **Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional

lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: PERSUPPDET Cherry Point		UIC: 43355	
Category	FY 1996 BOS Costs ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities	3	0	3
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration	23	234	257
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:	26	234	260
3. Grand Total (sum of 1c. and 2k.):	26	234	260

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
O&MN	26
MPN	234

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

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Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: N/A; not a DBOF Activity		UIC: 43355	
Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			

4. Grand Total (sum of 1c., 2m., and 3.) :			

2. **Services/Supplies Cost Data**. The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: PERSUPPDET Cherry Point	**UIC: 43355**
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	1
Material and Supplies (including equipment):	18
Industrial Fund Purchases (other DBOF purchases):	
Transportation:	
Other Purchases (Contract support, etc.):	7
Total:	26

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INSTALLATION RESOURCES

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: PERSUPPDET Cherry Point	**UIC: 43355**
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

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INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A; no contract workyears

2) Estimated number of workyears which would be eliminated:

N/A; no contract workyears

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A; no contract workyears

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INSTALLATION RESOURCES

c. **"Off-Base" Contract Workyear Data.** Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above)**: No.

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

PSA NORFOLK UIC N68654
DATA CALL SIXTY-SIX

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

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

MAJOR CLAIMANT LEVEL

RADM H. W. GEHMAN, JR.
NAME (Please type or print)

H.W. Gehman, Jr.
Signature

Acting
Title Commander in Chief
U.S. Atlantic Fleet
Activity

15 AUG 1994
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)

W A Earner
Signature

Title

8/30/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

R. E. LANDICK, CDR, USN
NAME (Please type or print)

Signature

ACTING
Title

13 July 1994
Date

PSA NORFOLK
Activity

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects).

Installation Name:	Cherry Point MCAS
Unit Identification Code (UIC):	M00146
Major Claimant:	BRAC

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1996	500T	Flight Line Clinic	MCON	3,600
1996	506T	Water Surviva/Pool	MCON	2,300
		Sub-Total 1996		**5,900**
		Grand Total		**5,900**

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

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

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

ACTIVITY COMMANDER

Gordon K. Dowery	Gordon K Dowery
NAME (Please type of print)	Signature
Director, DMFO	7/8/94
Title	Date
OASD(HA)	
Activity	

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 2: Family Housing Construction Projects

Installation Name:	**CHERRY POINT NC MCAS**
Unit Identification Code (UIC):	**M00146** #8
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1997	087T	FAMILY HOUSING (HANCOCK VILLAGE REPL)	BRAC	37,500
		Sub-Total - 1997		**37,500**
		Grand Total		**37,500**

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
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 (Please type or print)

Signature

Title

2/18/94
Date

BRAC-95 CERTIFICATION

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

MARK E. DONALDSON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,

2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,

3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

Projects listed in Tables 1 and 2 with potential cost avoidance were determined as meeting any one of the following criteria:

Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than $15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**CHERRY POINT NC MCAS**
Unit Identification Code (UIC):	**M00146** #8
Major Claimant:	**MARCORPS**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1995	084T	SOUTHEAST QUADRANT	BRAC	56,916
1995	088T	TRAINING FACILITIES	BRAC	5,538
1995	089T	ADMINISTRATIVE OFFICE	BRAC	412
		Sub-Total - 1995		**62,866**
1996	070	JET ENGINE TEST CELL	MCON	6,600
1996	075	MISSILE MAGAZINE	MCON	1,500
1996	085T	RUNWAY	BRAC	20,060
1996	090T	BEQ	BRAC	4,698
1996	091T	PERSONNEL SUPPORT FACILITIES	BRAC	2,184
1996	092T	MISSILE MAGAZINE	BRAC	796
1996	093T	WETLAND MITIGATION/SIGNAGE/LANDSCAP	BRAC	950
1996	500T	FLIGHT LINE CLINIC	BRAC	1,050
1996	506T	WATER SURVIVAL TRAINING POOL	BRAC	766
1996	843	ENCL WATER SURV TNG TANK	MCON	2,050
		Sub-Total - 1996		**40,654**
1997	022	SCIF FACILITY	MCON	1,525
		Sub-Total - 1997		**1,525**

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	CHERRY POINT NC MCAS
Unit Identification Code (UIC):	M00146 #8
Major Claimant:	MARCORPS

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1998	827	OPS/MAINTENANCE FACILITY	MCON	7,350
		Sub-Total - 1998		**7,350**
1999	061	ROAD	MCON	1,820
		Sub-Total - 1999		**1,820**
2000	068	LAND ACQUISITION	MCON	2,740
		Sub-Total - 2000		**2,740**
		Grand Total		**116,955**

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
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 (Please type or print)

Signature

Title

2/18/94
Date

BRAC-95 CERTIFICATION

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

MARK E. DONALDSON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

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