

Data Call 1 NAS Whiting Field UIC: 60508

DATA CALL 1: GENERAL INSTALLATION INFORMATION

1. **ACTIVITY:** Follow example as provided in the table below (*delete the examples when providing your input*). 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	<i>Naval Air Station, Whiting Field, Milton, FL</i>
Acronym(s) used in correspondence	<i>NAS Whiting Field</i>
Commonly accepted short title(s)	<i>NAS Whiting, Whiting, NASWF</i>

● **Complete Mailing Address**

**Commanding Officer
 NAS Whiting Field
 7550 USS Essex St., Suite 100
 Milton, FL 32570-6155**

● **PLAD**

NAS WHITING FIELD MILTON FL

● **PRIMARY UIC: 60508** (Plant Account UIC for Plant Account Holders)

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

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• ALL OTHER UIC(s): PURPOSE:

<u>42096</u>	<u>UPT*</u>
<u>30784</u>	<u>UPT*</u>
<u>30785</u>	<u>UPT*</u>
<u>41996</u>	<u>UPT*</u>
<u>60234</u>	<u>UPT*</u>
<u>60237</u>	<u>UPT*</u>
<u>66412</u>	<u>Retail store</u>

*** Undergraduate Pilot Training**

2. PLANT ACCOUNT HOLDER:

• Yes X No _____ (check one)

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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)

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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*
NOLF Barin	Foley, AL	60237
NOLF Evergreen	Evergreen, AL	30785
NOLF Harold	Harold, FL	42096
NOLF Holley	Navarre, FL	42096
NOLF Pace	Wallace, FL	42096
NOLF Santa Rosa	Milton, FL	42096
NOLF Silverhill	Silverhill, AL	42096
NOLF Site 8	Pensacola, FL	42096
NOLF Spencer	Pace, FL	42096
NOLF Summerdale	Summerdale, AL	42096
NOLF Wolf	Foley, AL	41996
Allentown NDB site	Milton, AL	60508
Brooklyn TACAN site	Brooklyn, AL	60508
Gateswood TACAN site	Gateswood, AL	42096
Walnut Hill NDB site	Walnut Hill, FL	60508
Whiting Pines Housing	Milton, FL	60508
Whiting Park (Boat docks)	Milton, FL	60508
NOLF Saufley**	Pensacola, FL	60234
NOLF Brewton***	Brewton, AL	30784
Whiting Day Care Center****	Milton, FL	60508

Note: See comments on following page

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*** The following UIC's are for manpower purposes. All Class 1 property is under UIC 60508.**

**** NAS Whiting Field maintains runways under ISSA with NETPMSA Saufley.**

***** Lease field, pay utilities**

****** Awaiting transfer of property from US Army**

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

Name	UIC	Location	Host name	Host UIC
Saufley Crash	60234	Pensacola, FL	NETPMSA Pensacola	68322
HLT Crew*	0411A 52838	Pensacola, FL	NAS Pensacola	47847

***Provide crew to support Helicopter Landing Trainer (HLT)**

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.

Not affected

*Delite.
These are not
official DOTS
Sch
N83*

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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 fixed wing primary and intermediate training for Navy, Marines, and Coast Guard
- Provide helicopter undergraduate pilot training for Navy, Marines, and Coast Guard
- Maintain 2 main airfields, ¹¹~~13~~ NOLF's and associated navigational aids for aviation training ^{AND CRASH/RESCUE}
- ~~PROVIDE CRASH/RESCUE AND COMMUNICATION SERVICES AT TWO RELEASE NOLF'S~~ ^{CNET N353 APN}
- Support units of TRAWING FIVE
- Single Navy site for primary and intermediate helicopter and prop flight training of foreign military students
- Single Navy site for advanced helicopter training of foreign military students
- Provide helicopter indoctrination flights for NROTC students ^{AS DIRECTED.} ^{CNET N353 APN}
- Navy site for joint Air Force/Navy primary training
- Single site for Saudi enlisted Prep school
- Support Navy flight surgeon program
- Provide support for tenants
- Provide flight training for various agencies
- Provide all helicopter transition training for Navy, Marine, and Coast Guard pilots
- Single site for initial deck landing qualification for helicopter pilots
- Provide services for other DOD aviation activities as necessary

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Projected Missions for FY 2001

- **Projected first Navy site for JPATS**

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

- **Alternate command post site for CNET**
- **Primary hurricane evacuation site for NAS Pensacola personnel**
- **Provide 100% of undergraduate helicopter training for the Navy, Marines, and Coast Guard**
- **Provide flight training for eight foreign countries**
- **Squadrons assist in search and rescue upon request**
- **Provide radar equipment (ASR-8) for data sharing with Pensacola Air traffic control. Provides only coverage north and northeast of Whiting.**
- **Only site for "state of the art" helicopter simulators (4 motion, 2 visual)**
- **Provide initial and refresher shipboard landing qualifications for civilian pilots of the AEGIS test program**

Projected Unique Missions for FY 2001

- **First Navy JPATS site**

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
Training Air Wing FIVE 52813
- **Funding Source** UIC
Chief of Naval Air Training 63110



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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)
	Non-Student	Student	Non-Student	Student	
Reporting Command	23	0	507	0	163
Tenants (total)	469*	760**	292	33**	93

* This includes 10 Air Force instructors as part of the joint training program.

** Student numbers as of 01 January 94 are not reflective of true AOB or peak loading and numbers may be artificially low due to the holiday season.

Authorized Positions as of 30 September 1994

	Officers		Enlisted		Civilian (Appropriated)
	Non-Student	Student	Non-Student	Student	
Reporting Command	24	0	483	0	173 166
Tenants (Total)	453 493	*	313	*	95 94

*QJ
CMET N814
2/8/94*

CNATRA N1

* No actual authorizations. Number of students based on Aviation Training Requirement

*CO NASP LTR 11001
SER 30D/0556 of 1 Jun 94
CNATRA N61 J2
6/9/94*

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Authorized Positions as of 30 September 1994

	Officers		Enlisted		Civilian (Appropriated)
	Non-Student	Student	Non-Student	Student	
Reporting Command	24	0	483	0	173 166
Tenants (Total)	453	*	313	*	95 94

*QZ
CMET N81W
2/8/94*

J CNATRA N15

* No actual authorizations. Number of students based on Aviation Training Requirement

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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.

<u>Title/Name</u>	<u>Office</u>	<u>Fax</u>	<u>Home</u>
● CO/OIC <u>Captain L. K. Tande</u>	(904) 623-7121*	(904) 623-7757*	(904) 438-9167
● BRAC Coordinator <u>Walter "Marty" Martin</u>	(904) 623-7196*	(904) 623-7623*	(904) 623-6100
● BRAC Coordinator (Alternate) <u>Les Schisler</u>	(904) 623-7594*	(904) 623-7215*	(904) 623-2761
● Duty Officer	(904) 623-7437*	(904) 623-7265*	[N/A]

* DSN: 868

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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)

The following are contractors of the host command:

Contractors:

Maytag Aircraft Corporation	(Aircraft refueling)
Southeastern Facility	(Food services)
Tumpane Services Corporation	(Base operating services)
Gulf Coast Custodial	(Custodial services)
All State Facilities Management	(Housing maintenance)
Argus Service Inc.	(Solid waste removal)
Evia Paint Company	(Housing painting)
ABB Environmental	(Environmental services)
North American Family Institute	(State juvenile justice program)

Commercial entities

Pen Air Federal Credit Union
First Navy Bank
Omega World Travel Agency
Troy State University
U. S. Post Office
Veteran's Service Office of Santa Rosa County
University of West Florida Volunteer Service Program
Retired Senior Volunteer Program of Santa Rosa County
St. Augustine Technical Center
Embery-Riddle Aeronautical University

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron TWO	0393A	85*	28	2



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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron THREE	0394A	84*	28	3

NOTE: VT-3 is the initial Navy joint primary training squadron.

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron SIX	0397A	85	28	3

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Helicopter Training Squadron EIGHT	0411A	70*	49	3

Tenant Command Name	UIC	Officer	Enlisted	Civilian
US Customs	6862J	0	0	6

Contractor: Serv-Air

CO NASP LTR 11001
SER 30D/0556 of 1 JUN 94 (CNATRA #61, 6/9/94)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Branch Medical Clinic	32558	9	47	6

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Telecommunications Center (NTCC)	33283	1	1	2

Contractor: Parker Communications

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Dental Center	39069	4	9	1

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron TWO FMS	41612	4	0	0

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron THREE	0394A	84*	28	3

NOTE: VT-3 is the initial Navy joint primary training squadron.

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron SIX	0397A	85	28	3

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Helicopter Training Squadron EIGHT	0411A	70*	49	3

Tenant Command Name	UIC	Officer	Enlisted	Civilian
US Customs	6862J	0	0	6

Contractor: Serv-Air

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Branch Medical Clinic	32558	9	47	6

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Telecommunications Center (NTCC)	33283	1	1	2

Contractor: Parker Communications

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Dental Center	39069	4	9	1

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron TWO FMS	41612	4	0	0



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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Helicopter Training Squadron EIGHT FMS	42481	2	1	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Helicopter Training Squadron EIGHTEEN FMS	42482	2	2	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Personnel Support Detachment	43083	1	15	8

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron THREE FMS	43719	4	0	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron SIX FMS	43720	5	0	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Student TRAWING FIVE	449 ⁸ 98	**	**	**

Co NASP LTR 11001 SER 30D/0556 OP 1 JUN 94

for
CNATRA N61
6/9/94

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Education and Training Security Assistance Field Activity (NETSAFA) Detachment (Saudi School)	48575	1	1	0

Contractor: Booz Allen & Hamilton Support

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Helicopter Training Squadron EIGHT FMS	42481	2	1	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Helicopter Training Squadron EIGHTEEN FMS	42482	2	2	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Personnel Support Detachment	43083	1	15	8

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron THREE FMS	43719	4	0	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Squadron SIX FMS	43720	5	0	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Student TRAWING FIVE	44998	**	**	**

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Education and Training Security Assistance Field Activity (NETSAFA) Detachment (Saudi School)	48575	1	1	0

Contractor: Booz Allen & Hamilton Support

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Education and Training Security Assistance Field Activity (NETSAFA) Detachment (Pilot Program)	48575	***	***	***

Contractor: Booz Allen & Hamilton Support

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Air Training Management Support Activity Detachment (NATMSACTDET)	49155	1	4	13

Contractors:

UNC Aviation Services (H57 maintenance)
 Loral Aerospace Technical & Training Service (Simulator instructors)
 Beech Aerospace Services, Inc. (T-34 maintenance)
 Hughes Technical Services Corporation (Simulator maintenance)
 Rosa's Computer Company (Computer maintenance)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Defense Commissary Agency	49224	0	6	23

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Training Air Wing FIVE	52813	25*	33	15 ¹⁴

↗ CNATRA N15

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Helicopter Training Squadron EIGHTEEN	52838	70*	49	4 ³

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Air Warfare Center Training Systems Division (NAWCTSD)	61339	0	0	2

Contractor: Computer Sciences Corporation
 Computer Data Systems Inc.



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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Resident Officer in Charge of Construction (ROICC)	64461	***	***	***

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Training and Meteorology and Oceanography Detachment	65782	0	11	2

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Marine Aviation Training Support Group Detachment (MATSG)	67389	0	1	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Criminal Investigative Service	67556	***	***	***

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Education and Training Program Management Support Activity, Human Resources Field Office (site office)	68322 41273	0	0	3

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CN1A7RA 261
6/9/94

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Education and Training Program Management Support Activity, Photo Lab Detachment	68322	***	***	***

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Reserve Det 282	88246	40	0	0

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Resident Officer in Charge of Construction (ROICC)	64461	***	***	***

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Training and Meteorology and Oceanography Detachment	65782	0	11	2

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Marine Aviation Training Support Group Detachment (MATSG)	67389	0	1	0

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Criminal Investigative Service	67556	***	***	***

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Education and Training Program Management Support Activity, Human Resources Field Office (site office)	68322	0	0	3

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Education and Training Program Management Support Activity, Photo Lab Detachment	68322	***	***	***

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Reserve Det 282	88246	40	0	0

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Coast Guard Liaison Office	99-6217	***	***	***

* Figures include Navy, Marine Corps, and Coast Guard Officers as follows:

	Navy	Marine Corps	Coast Guard
TRAWING 5	24	1	0
TRARON 2	58	21	6
TRARON 3	57	21	6
TRARON 6	58	21	6
HELTRARON 8	42	23	5
HELTRARON 18	42	23	5

** No actual authorizations. Number of students based on Aviation Training Requirement

*** Tenant authorizations are included in the parent command's Activity Manning and cannot be broken out for the detachment at Whiting Field.

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- Tenants residing on main complex (homeported units.)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
N/A - no homeported units				

- 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).

**Host command contractor at NOLF's Spencer and Site 8:
Maytag Aircraft Corporation**

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
NATMSACTDET	49155	NOLF Spencer NOLF Site 8	0	0	0

Contractor: UNC Aviation Services

- Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
N/A - all identified					

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.)
<i>US Special Forces</i>	<i>Airfields</i>	<i>Training/exercises (M)</i>
<i>Adjutant General State of AL</i>	<i>NOLF's</i>	<i>Utilities/Real property (I)</i>
<i>U.S. Coast Guard Aviation Training Center (Mobile)</i>	<i>Whiting Field</i>	<i>Family housing (I)</i>
<i>U.S. Naval Academy</i>	<i>Whiting Field</i>	<i>Midshipman Summer Training Program (I)</i>
<i>Alabama Air National Guard 289th Combat Command Sqd</i>	<i>NOLF's</i>	<i>Summer training (I)</i>
<i>TRAWING SIX</i>	<i>Whiting Field</i>	<i>Joint Automation Information System emergency support (M)</i>
<i>Aerial Applicators</i>	<i>Whiting Field</i>	<i>Aerial Applicator operations (M)</i>
<i>TRAWING SIX</i>	<i>NOLF's</i>	<i>Provide NOLF's for T34 Student Naval Flight Officer syllabus (M)</i>
<i>Various organizations</i>	<i>Whiting Field</i>	<i>Provide only large meeting facility in area (C)</i>
<i>City of Brewton</i>	<i>Brewton, AL</i>	<i>Provide crash services during flight hours (M)</i>
<i>City of Evergreen</i>	<i>Evergreen, AL</i>	<i>Provide crash services during flight hours (M)</i>
<i>East Milton Volunteer Fire Department</i>	<i>Milton, FL</i>	<i>Provide mutual fire-fighting support (F)</i>
<i>Skyline Volunteer Fire Department</i>	<i>Milton, FL</i>	<i>Provide mutual fire-fighting support (F)</i>

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<i>City of Milton</i>	<i>Milton, FL</i>	<i>Provide mutual fire-fighting support (F)</i>
<i>Cytec Inc</i>	<i>Pace, FL</i>	<i>Provide mutual fire-fighting support (F)</i>
<i>City of Brewton</i>	<i>Brewton, AL</i>	<i>Provide mutual fire-fighting support (F)</i>
<i>Department of Forestry</i>	<i>Milton, FL</i>	<i>Provide mutual fire-fighting support (F)</i>
<i>Santa Rosa School Board</i>	<i>Whiting Field</i>	<i>Adult education (M)</i>
<i>E-4/E-5 Association</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Bay Area RC Society</i>	<i>NOLF's</i>	<i>Model aircraft flying (L)</i>
<i>CPO Mess</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>CPO Spouse Support Group</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Enlisted Spouses Organization</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Explorer Post #186</i>	<i>Whiting Field</i>	<i>Youth program (C)</i>
<i>First Class Association</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Whiting Field Ceramic Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>NW Florida RC Modelers, Inc.</i>	<i>NOLF's</i>	<i>Model aircraft flying (L)</i>
<i>Pensacola Aeromodelers</i>	<i>NOLF's</i>	<i>Model aircraft flying (L)</i>
<i>Pensacola Free Flight Team #203</i>	<i>NOLF's</i>	<i>Model aircraft flying (L)</i>
<i>Filipino American Association</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Protestant Women of the Chapel</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Retired Officer's Association</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>South Alabama R/C Modelers</i>	<i>NOLF's</i>	<i>Model aircraft flying (L)</i>

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<i>Whiting Field Golf Association</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Escambia Sheriff's Department</i>	<i>Site 8</i>	<i>Dog training (L)</i>
<i>Pensacola TRACON (Air traffic control)</i>	<i>Whiting Field</i>	<i>Provide equip(ASR-8) to allow radar to the north (M)</i>
<i>VT-2 Officer's Wives Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>VT-3 Officer's Wives Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>VT-6 Officer's Wives Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>HT-8 Officer's Wives Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>HT-18 Officer's Wives Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>NASWF Officer's Wives Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Whiting 600 Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Filipino-American Mixed Bowling League</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Tuesday Night Mixed League</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Whiting Men's Blue League</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Sunday Night Mixed League</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Ball Summer Mixed League</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>VT-2 Enlisted Mess</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>VT-3 Enlisted Mess</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>VT-6 Enlisted Mess</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>HT-8 Enlisted Mess</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>HT-18 Enlisted Mess</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>Whiting Field Gun Club</i>	<i>Whiting Field</i>	<i>Private organization (C)</i>
<i>FL Army Guard (Signal Corps)</i>	<i>NOLF's</i>	<i>Training (L)</i>
<i>Gulf Council Boy Scouts Blackwater District</i>	<i>Whiting Field</i>	<i>Youth Program (C)</i>

M - Memorandum of understanding
 F - Mutual aid agreement

C - CO Approval L - Facility license
 I - Interservice support agreement

Data Call 1 NAS Whiting Field UIC: 60508

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.)

Command: NAS Whiting Field

Data Call Number One

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

T. L. McClelland
Signature

Acting CNET
Title

2/10/94
Date

CNET
Activity

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

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

S. F. Loftus
Vice Admiral, U.S. Navy
NAME (Type in full print)
Operations (Logistics)
Title

S. F. Loftus
Signature
17 FEB 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity

W B Hayden
Signature
3 FEB 94
Date

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Title

Activity

Signature

Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

SECTION VIII.

CERTIFICATION OF BRAC 95 DATA CALL NUMBER ONE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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

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

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

28 JAN 94
Date

Training Air Wing FIVE
Activity

Enclosure (6)

SECTION VIII.

CERTIFICATION OF BRAC 95 DATA CALL NUMBER ONE INFORMATION

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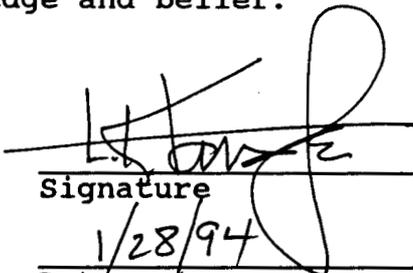
ACTIVITY COMMANDER

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

L. K. Tande
NAME

Commanding Officer
Title

NAS Whiting Field
Activity



Signature
1/28/94

Date

Enclosure (6)

Command: NAS Whiting Field

**Data Call Number One Revisions
(Pages 8, 11, 12, and 14)**

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

MAJOR CLAIMANT LEVEL

R. K. U. KIHUNE
NAME


Signature

CNET
Title

15 JUN 1994
Date

CNET
Activity

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

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

SAREERAM
NAME


Signature

27 JUN 1994
Title ACTD6

27 JUN 1994
Date

BRAC-95 DATA CALL 1
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 6/1/94, PAGES 8, 11, 12 & 14

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

~~W. B. HAYDEN, RADM, USN~~

NAME (Please type or print)

Signature

Chief of Naval Air Training (ACTING)

Title

Date

Naval Air Training Command

Activity

10 JUN 94

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

CERTIFICATION OF BRAC 95
DATA CALL ONE, CHANGE ONE
INFORMATION

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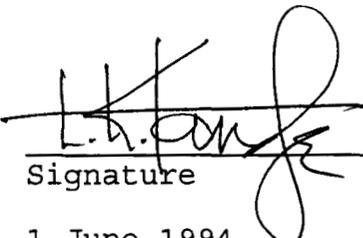
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ACTIVITY COMMANDER

DC #1 Revision
pages 8, 11, 12 + 14

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

L. K. Tande, Captain, USN
NAME


Signature

Commander, Acting
Title

1 June 1994
Date

Training Air Wing FIVE
Activity

Enclosure (2)

CERTIFICATION OF BRAC 95
DATA CALL ONE, CHANGE ONE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

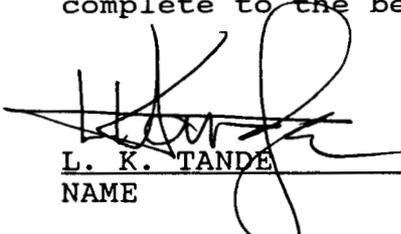
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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

ACTIVITY COMMANDER

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

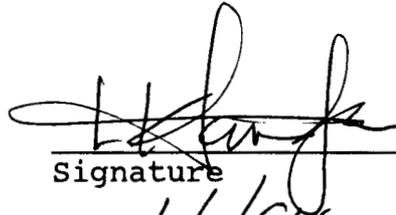
*DC #1 Revision
pages 8, 11, 12, 14*



L. K. TANDE
NAME

Commanding Officer
Title

NAS Whiting Field
Activity



Signature

6/1/99
Date

Enclosure (2)

229

**DATA CALL 66
INSTALLATION RESOURCES**

Activity Information:

Activity Name:	Activity Providing Telephone Service (APTS) Whiting Field
UIC:	N33283
Host Activity Name (if response is for a tenant activity):	Naval Air Station, Whiting Field
Host Activity UIC:	N60508

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

**DATA CALL 66
INSTALLATION RESOURCES**

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: APTS, Whiting Field			UIC: N33283
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			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:			
3. Grand Total (sum of 1c. and 2k.):	0	0	0

DATA CALL 66
INSTALLATION RESOURCES

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:

<u>Appropriation</u>	<u>Amount (\$000)</u>
----------------------	-----------------------

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..

**DATA CALL 66
INSTALLATION RESOURCES**

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: APTS Whiting Field			UIC: N33283
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.) :	0	0	0

**DATA CALL 66
INSTALLATION RESOURCES**

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: APTS Whiting Field	UIC: N33283
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	
Material and Supplies (including equipment):	3
Industrial Fund Purchases (other DBOF purchases):	
Transportation:	
Other Purchases (Contract support, etc.):	42
Total:	45

**DATA CALL 66
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. N/A

Table 3 - Contract Workyears	
Activity Name:	UIC:
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	

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

**DATA CALL 66
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

2) Estimated number of workyears which would be eliminated:

N/A

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

**DATA CALL 66
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. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

INSTALLATION RESOURCES, DATA CALL 66 for COMNAVCOMTELCOM

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)

(Please type or print)

Signature Name

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

T. A. STARK
Name (Please type or print)

T. A. Stark
Signature

Commander,
Title

25 Aug 1994
Date

**Naval Computer and
Telecommunications 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)

W. A. Earner
Signature

Title

9/6/94
Date

**Clarification to Joint Military Value and Capacity Analysis Data Calls
27 Aug 94**

Please clarify the following questions:

1. (AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

AIRCRAFT	(1) UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND (2)	TOTAL AIRCRAFT IN THE COMMAND INVENTORY (2)
T-34 (FY 94)	34	139	150
T-34 (FY 01)	34	126	* 138
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)	Unknown	**	** 339
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			

Note: 1. Based on peacetime planning factors.
 2. PAA, Total ACFT inventory and distribution is a moving target based upon PTR decisions and other factors at various echelon levels.

* Reflects updated data (as to info provided in data call #19 mission RQMNTS, Para E., Ques #1) based upon current PTR projection for CTW-5 in FY2001.

** Current planned total JPATS buy for CNATRA - Initial delivery scheduled for NAS Whiting Field in FY2002. PAA for CNATRA = 304

ADDENDUM TO DATA CALL NINETEEN

1. How many simultaneous helicopter pattern operations can be conducted at Whiting Field and all OLF's (include OLF's currently used for T-34 aircraft)?

South Whiting

South Whiting is utilized as the base field for maintenance, arrival and departure point for all NOLF work, IFR and VFR airwork, and IFR and VFR cross country work. It is a day/night visual/instrument airfield with an operating control tower and radar facility. The number of aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously.

North Whiting

North Whiting could accommodate a limited number of rotary wing aircraft along with the fixed wing aircraft but its primary function is to handle fixed wing training. Again the number of rotary wing aircraft that could operate at one time on the facility would vary with type operations conducted and the ability of ATC to accommodate the various evolutions. It is estimated that the airfield could accommodate 20 rotary wing aircraft simultaneously.

NOLF Spencer

Maximum of 15 aircraft operating at NOLF
Left: 6 aircraft in pattern, 2 aircraft in low work
Right: 5 aircraft in pattern, 2 aircraft in low work
- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Pace

Left: 4 aircraft in pattern
Right: 4 aircraft in pattern

NOLF Santa Rosa

Maximum of 11 aircraft at NOLF
Normal Pattern: 7 aircraft
Autorotations: 4 aircraft
- (Formation flights count as one aircraft for autorotation side but as individual aircraft in determining number at site)

NOLF Site 8

Maximum of 12 aircraft at NOLF

Left: 6 aircraft in pattern

Right: 6 aircraft in pattern

- (When tactical work is conducted, only 3 aircraft allowed in that pattern)

- (Formation flights count as one aircraft for side but as individual aircraft in determining number at site)

- (Aircraft in refueling area or crew change area, do not count towards maximum aircraft working at NOLF)

NOLF Harold

Currently utilize NOLF at a maximum of 07 aircraft. FAA approval allows 14 aircraft at NOLF.

Normal Pattern: 5 aircraft

Confined Landings: 2 aircraft

- (Formation flights count as one aircraft for autorotation side but as individual aircraft for number at site)

Other

It is estimated that the following Fixed Wing NOLF's could accommodate ten (10) rotary wing aircraft if a requirement existed.

NOLF Holley

NOLF Saufley

NOLF Barin

NOLF Silverdale

NOLF Summerdale

NOLF Wolf

NOLF Evergreen

NOLF Choctaw (if assigned to TW-5)

It is estimated that NOLF Brewton could accommodate eight (8) rotary wing aircraft due to the civil operations.

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

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

NAME (Please type or print)

CHIEF OF NAVAL AIR TRAINING (ACTING)

Title

NAVAL AIR TRAINING COMMAND

Activity

P. R. Statskey
Signature

Date

9-29-94

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.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

239

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43083

Activity Information:

Activity Name:	PERSUPPDET Milton
UIC:	43083
Host Activity Name (if response is for a tenant activity):	Naval Air Station Whiting Field
Host Activity UIC:	60508

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

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INSTALLATION RESOURCES

UIC: 43083

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: PERSUPPET Milton			UIC: 43083
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			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration	39	758	797
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:	39	758	797
3. Grand Total (sum of 1c. and 2k.):	39	758	797

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INSTALLATION RESOURCES

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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:

<u>Appropriation</u>	<u>Amount (\$000)</u>
O&MN	310
MPN	487

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..

**DATA CALL 66
INSTALLATION RESOURCES**

UIC: 43083

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: N/A; not a DBOF Activity		UIC: 43083	
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.) :			

**DATA CALL 66
INSTALLATION RESOURCES**

UIC: 43083

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 Milton	UIC: 43083
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	1
Material and Supplies (including equipment):	31
Industrial Fund Purchases (other DBOF purchases):	0
Transportation:	0
Other Purchases (Contract support, etc.):	7
Total:	39

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43083

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 Milton	UIC: 43083
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.

DATA CALL 66
INSTALLATION RESOURCES

UIC: 43083

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

**DATA CALL 66
INSTALLATION RESOURCES**

UIC: 43083

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	

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

D. V. VAN SAUN
NAME (Please type or print)

Doris V. Van Saun
Signature

Commanding Officer, Acting
Title

8/2/94
Date

Personnel Support Activity, Jacksonville
Activity



DEPARTMENT OF THE NAVY

CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, DC 20350-2000

IN REPLY REFER TO

1542
Ser N889JG/4U661666
20 Jul 1994

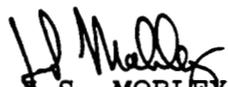
From: Chief of Naval Operations
Subj: PILOT AND NAVAL FLIGHT OFFICER TRAINING RATES, FY 94-99
Ref: (a) CNO ltr 1542 Ser N889J6/3U658748 of 20 Sep 1993
Encl: (1) Pilot Training Rates (PTR), FY 94-99
(2) Naval Flight Officer Training Rates (NFOTR), FY 94-99

1. This letter modifies and supersedes reference (a). Enclosures are effective on receipt and reflect planned production goals for FY 94-99. These goals are intended to resolve current pool excesses, balance ongoing transitions and new production with FRS output and return to steady state force mix of 10 CVWs, 12 VP Squadrons and appropriate force support for 330 ships in FY 97.

2. Significant changes include:

- Increase VFA pilot manning from 17 to 19/squadron
- Reduction from 15 to 12 VP squadrons
- Decom of VAW 122
- Realignment of E2/C2 pilot career paths
- Adjustment for Helo pools
- WSO curriculum approved/20 to 40 plus up of FMS NFOTR

3. OPNAV point of contact is Captain Scott Krajnik, N889G/J, A/V 224-6010/6013, commercial 703-614-6010/3.


J.S. MOBLEY
By direction

Distribution:

CNO (N1, 11, 12, N88C, N88R, N889C, N889F, N095, N821E)
CMC (A, T, M, ASM-31, MPP-33, MMOA-2)
CG MCCDC (TE32A)
COMDT COGARD (G-PO-2/23, TO-2/7)
CHNAVPERS (211V, 43, 432, 433)
CNET (OOL/T25)
CNATRA (OO, N019, N-1, N-2, N-3, N-32, N-34, N-7)
COMNAVAIRESFOR (CODE 51)
COMNAVCRUITCOM (CODE 311)
NAVDEPNOAA
NETSAFA
NAVMAC (CODE 3)

PILOT TRAINING RATES

20 JUL 94

<u>FY-94</u>	<u>STRIKE</u>	<u>MARITIME</u>	<u>E2/C2</u>	<u>ROTARY</u>	<u>TOTAL</u>
USN	173	120	43	214	550
USMC	118	32	0	188	338
COGARD	0	15	0	35	50
FMS	30	45	0	65	140
NOAA	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>
TOTAL	321	214	43	502	1080
<u>FY-95</u>					
USN	163	140	36	184	523
USMC	110	31	0	181	322
COGARD	0	10	0	45	55
FMS	30	45	0	65	140
NOAA	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>
TOTAL	303	228	36	475	1042
<u>FY-96</u>					
USN	183	140	36	184	543
USMC	106	29	0	181	316
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>
TOTAL	319	228	36	468	1051
<u>FY-97</u>					
USN	203	146	36	184	569
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>
TOTAL	336	233	36	463	1068
<u>FY-98</u>					
USN	203	146	36	200	585
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>
TOTAL	336	233	36	479	1084
<u>FY-99</u>					
USN	203	146	36	200	585
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>
TOTAL	336	233	36	479	1084

ENCLOSURE (1)

NAVAL FLIGHT OFFICER TRAINING RATES20 Jul 1994

<u>FY-94</u>	<u>RIO</u>	<u>WSO</u>	<u>TN</u>	<u>OJN</u>	<u>ATDS</u>	<u>NAV</u>	<u>TOTAL</u>
USN	29	0	48	37	35	102	251
USMC	0	17	14	0	0	0	31
FMS	0	0	0	0	0	15	15
NOAA	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
TOTAL	29	17	62	37	35	118	298
<u>FY-95</u>							
USN	39	0	38	37	35	122	271
USMC	0	18	12	0	0	0	30
FMS	0	20	0	0	0	15	35
NOAA	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
TOTAL	39	38	50	37	35	138	337
<u>FY-96</u>							
USN	39	0	38	57	35	128	297
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
TOTAL	39	58	50	57	35	144	383
<u>FY-97</u>							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
TOTAL	48	58	50	57	40	144	397
<u>FY-98</u>							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
TOTAL	48	58	50	57	40	144	397
<u>FY-99</u>							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
TOTAL	48	58	50	57	40	144	397

ENCLOSURE (2)

PILOT AND NAVAL FLIGHT OFFICER TRAINING RATES, FY 94-99

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

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

W. A. EARNER

NAME (Please type or print)

Title

W. A. Earner

Signature

11/21/94

Date

**CAPACITY ANALYSIS:
DATA CALL NUMBER TWO WORK SHEET FOR
TRAINING AIR STATION:**

NAVAL AIR STATION

WHITING FIELD

MILTON

FLORIDA

**Category Education and Training
Sub-category Training Air Stations
Types Navy Training Air Stations and Facilities**

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

14 April 1994

capacity

TRAINING AIR STATION LISTING:

Type	Title	Location
AIR STATION	NAS PENSACOLA	PENSACOLA FL
AIR STATION	NAS CORPUS CHRISTI	CORPUS CHRISTI TX
AIR STATION	NAS MERIDIAN	MERIDIAN MS
AIR STATION	NAS KINGSVILLE	KINGSVILLE TX
AIR STATION	NAS WHITING FIELD	MILTON FL

capacity

R

Data For Capacity Analysis

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- B. Flight Training 6
- C. Ground Flight Training School 24
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- D. Other Flight Training Requirements 28
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 - North Field 31
 - South Field 38
 - Barin 45
 - Brewton 53
 - Evergreen 60
 - Holley 67
 - Saufley 75
 - Silverhill 83
 - Summerdale 91
 - Wolf 99
 - Spencer 107
 - Site 8 114
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 - Pensacola North MOA 147
 - Pensacola South MOA 148
 - A211 149
 - R2905A 149a
 - R2905B 149b
 - R2908 149c
 - R2914A 149d
 - R2914B 149e
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 - R2915B 149g
 - R2915C 149h

Revised by

UIC 60508

Data For Capacity Analysis

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Facilities

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North Field	31
South Field	38
Barin	45
Brewton	53
Evergreen	60
Holley	67
Saufley	75
Silverhill	83
Summerdale	91
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BASE STRUCTURE ANALYSIS TEAM (BSAT) QUESTIONS OF 31 MAY 94
NAS WHITING FIELD

Question (1), Page 26

Question d.1 requests usage for other than "student" pilot training. Training listed, other than graduate education, is required for non-student flights (instructor training, indoctrination flights and standardization training).

Question (2), Page 27

Pistol (38, 45)
Shotgun (00 Buck (non-slug))

(First 17945 in table) Add "Drill" between "Fire" and "Tower".

(Second 17945 in table) Change "Drill Tower" to read "FIRE TRAINING MOCKUP."

Add new line to table.

17950						
Military Working Dog Training	Security	Quals	3/520	1560	3/520	1560

Incorporated CNET changes on line "17120" in replacement table.

Second Question (2), Page 160

Insertion of page 24A should clarify this question.

Question (3), Page 161

Yes, change to 171-35.

Only one student can be in the 2C67 at a time. Two students can be physically in the 2B42. Only one can undergo training at a time for BI flights.

Two students are in the 2B42 for RI flights, with the one in the left seat acting as copilot. After one sortie, students switch and first student becomes copilot.

Incorporated changes made by CNATRA for table in replacement page.

Question (4), Page 163

Capacity for small arms range derived from ability to utilize facility for the following:

- Pistol (22, 38, 45, 357)
- Rifle (22)
- Shotgun (00 Buck (non-slug))

Corrections made to wording on page 27 should clarify the questions regarding "Fire Tower" and "Drill Tower". Usage requirements for "Military Working Dog Training" have been submitted as corrections/additions to page 27.

Question (5), Page 164

Yes, change the "b" to a "c".

Yes, insert a "7" prior to "For...".

Add new line after "17945"

17950 1 x 4 positions x 8 hours x 5 days x 52 weeks = 8000

Incorporated CNATRA changes into replacement page.

Question (6), Page 165

Yes, change the "b" to a "c".

Add new line after "17495"

17950	Military Working Dog	6440
-------	----------------------	------

Incorporated CNET changes into replacement page.

Question (7), Page 166

Addition pages for mission requirements c.1 should clarify this question.

Question (8), Page 167

Delete lines "17110" and "17120" as these were contained on page 166 (c.12).

Add line "17950".

17950	Military Working Dogs	SF	392	0	0	N/A
-------	-----------------------	----	-----	---	---	-----

Data For Capacity Analysis

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Features and Capabilities

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Mission Requirements

a. Undergraduate Flight Training Throughput

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

SEE

NEXT

PAGE

Mission Requirements

a. Undergraduate Flight Training Throughput

Type of Pilot Training		PTR Requirements (Fiscal Year)						
		1995	1996	1997	1998	1999	2000	2001
Strike	USN	0	0	0	0	0	0	0
	USMC	0	0	0	0	0	0	0
	USCG	0	0	0	0	0	0	0
	FMS	0	0	0	0	0	0	0
Maritime (INTERMEDIATE) (T-34c)	USN	85	85	88	87	87	86	87
	USMC	21	21	21	21	21	20	21
	USCG	31	31	31	31	31	31	31
	FMS	45	45	45	45	45	45	45
	USAF	0	0	0	0	0	1	1
E2/C2	USN	0	0	0	0	0	0	0
	USMC	0	0	0	0	0	0	0
	USCG	0	0	0	0	0	0	0
	FMS	0	0	0	0	0	0	0
	USAF	0	0	0	0	0	0	0
ROTARY (INTERMEDIATE) (T-34c)	USN	95	110	113	112	112	110	112
	USMC	134	134	131	130	129	127	129
	USCG	39	31	31	31	31	31	31
	FMS	65	65	65	65	65	65	65
ROTARY (ADVANCED)	USN	206	206 ²²⁶	214 ²³⁰	214 ²²⁸	214 ²²⁷	214 ²²⁴	214 ²²⁸
	USMC	181	181 ¹⁹²	176 ¹⁸⁹	176 ¹⁸⁸	176 ¹⁸⁶	176 ¹⁸⁴	176 ¹⁸⁷
	USCG	30 ⁴⁰	30 ³¹					
	FMS	65	65	65	65	65	65	65

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CNATRA N3
7 June 94

NOTE: CNATRA N-32 MEMO dtd 13 APRIL 94

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Mission Requirements

a. Undergraduate Flight Training Throughput

Type of Pilot Training		PTR Requirements (Fiscal Year)						
		1995	1996	1997	1998	1999	2000	2001
Strike	USN	0	0	0	0	0	0	0
	USMC	0	0	0	0	0	0	0
	USCG	0	0	0	0	0	0	0
	FMS	0	0	0	0	0	0	0
Maritime (INTERMEDIATE) (T-34c)	USN	85	85	88	87	87	86	87
	USMC	21	21	21	21	21	20	21
	USCG	31	31	31	31	31	31	31
	FMS	45	45	45	45	45	45	45
	USAF	0	0	0	0	0	1	1
E2/C2	USN	0	0	0	0	0	0	0
	USMC	0	0	0	0	0	0	0
	USCG	0	0	0	0	0	0	0
	FMS	0	0	0	0	0	0	0
	USAF	0	0	0	0	0	0	0
ROTARY (INTERMEDIATE) (T-34c)	USN	95	110	113	112	112	110	112
	USMC	134	134	131	130	129	127	129
	USCG	39	31	31	31	31	31	31
	FMS	65	65	65	65	65	65	65
ROTARY (ADVANCED)	USN	206	226	230	228	227	224	228
	USMC	181	192	189	188	186	184	187
	USCG	40	31	31	31	31	31	31
	FMS	65	65	65	65	65	65	65

NOTE: CNATRA N-32 MEMO dtd 13 APRIL 94

Mission requirements

a. Undergraduate Flight Training Throughput (cont.)

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

QUESTION NOT VALID FOR THIS COMMAND

Type of NCO Training		NFOTR Requirements (Fiscal Year)						
		1995	1996	1997	1998	1999	2000	2001
Adv Navigator (NAV)	USN	N/A						
	FMS	N/A						
	NOAA	N/A						
		N/A						
Tact Navigator (TN/BN)	USN	N/A						
	USMC	N/A						
		N/A						
		N/A						
Radar Intercept Officer (RIO)	USN	N/A						
	USMC	N/A						
		N/A						
		N/A						
Over Water Jet Navigator (OJT)	USN	N/A						
		N/A						
		N/A						
		N/A						
Airborne Tact Data Systems (ATDS)	USN	N/A						
	USCG	N/A						
		N/A						
		N/A						

Mission Requirements

a. Undergraduate Pilot Training Throughput (cont.)

3. Provide total planned accessions for undergraduate pilot primary training.

Source	Fiscal Year						
	1995	1996	1997	1998	1999	2000	2001
USN	289	326	336	334	332	328	334
USMC	234	234	228	226	225	222	225
USCG	55	62	62	62	62	62	62
USAF	16	20	72	100	100	100	100
FMS	74	140	140	140	140	140	140

***NOTE: NUMBERS ARE NOT ADJUSTED FOR PLANNED AIR FORCE PRIMARY TRAINING. ANTICIPATE AN OFFSET OF NAVY PRIMARY PTR TO MATCH AIR FORCE EXCHANGE.**

4. Provide total planned accessions for undergraduate ^FNCO primary training.

QUESTION NOT VALID FOR THIS COMMAND

Source	Fiscal Year						
	1995	1996	1997	1998	1999	2000	2001
USN	N/A						
USMC	N/A						
USCG	N/A						
NOAA	N/A						

Mission Requirements

a. Undergraduate Flight Training Throughput (cont.)

5. Provide the historical attrition data for undergraduate pilot primary training.

UPT ATTRITION	Fiscal Year								
	1991			1992			1993		
	USN	USMC	USCG	USN	USMC	USCG	USN	USMC	USCG
PILOT TO NCO	0	0	0	0	0	0	0	0	0
AERONAUTICAL NON-ADAPTABILITY	1	1	2	4	7	1	0	7	0
OTHER	103	43	11	63	22	10	44	22	7
TOTAL	104	44	13	67	29	11	44	29	7
PERCENTAGE OF TOTAL ACCESSIONS	33	13	18	11	09	22	16	10	10

6. Provide the historical attrition data for undergraduate ^{NFO}~~NCO~~ primary training.
QUESTION NOT VALID FOR THIS COMMAND

²
CNATRA N3

NCO ATTRITION	Fiscal Year								
	1991			1992			1993		
	USN	USMC	USCG	USN	USMC	USCG	USN	USM C	USCG
AERONAUTICAL NON-ADAPTABILITY	N/A								
OTHER	N/A								
TOTAL	N/A								
PERCENTAGE OF TOTAL ACCESSIONS	N/A								

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Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: PRIMARY

Type Aircraft: T-34C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event
Familiarization DAY (25.0)	AA\PAT	MOA\GEN	14	.2	1.59	1.79
Familiarization NIGHT (3.0)	AA\PAT	MOA\GEN	2	.2	1.30	1.50
Basic Instrument (5.3)	AA	MOA\GEN	3	.2	1.56	1.76
Radio Instrument (12.0)	AA	MOA\GEN	6	.2	1.8	2.0
Formation (12.2)	AA\PAT	MOA\GEN	6	.3	1.73	2.03
Tactical Formation	N/A					
Airway Navigation	N/A					
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					

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Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: PRIMARY

Type Aircraft: T-34C

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CNATRA A3

Stage (HOURS)	Type Airspace	Other Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event
Familiarization/ (28.0) NIGHT FAM	AA\PAT	MOA\GEN	16	.2	1.55	1.75
Basic Instrument (5.3)	AA	MOA\GEN	3	.2	1.56	1.76
Radio Instrument (12.0)	AA	MOA\GEN	6	.2	1.8	2.0
Formation (12.2)	AA\PAT	MOA\GEN	6	2.3	1.73	2.03
Tactical Formation	N/A					
Airway Navigation	N/A					
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	N/A					

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Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					
Overhead SEE NOTE 2	AA/PAT	MOA\GEN	NOTE 2	.2	1.43	1.63
Precision Aerobatics (10.0)	AA	MOA	5	.3	1.7	2.0

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #2: TOTAL OVERHEAD SORTIES OF 7,701 FOR 11,567.1 HOURS(INCLUDES PRIMARY AND INTERMEDIATE T-34c)

Key:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

GEN -- General Use Airspace

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

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Helo Ship Qualifications	N/A					
Overhead SEE NOTE 3	AA/PAT	MOA/GEN	N/A	.2	1.43	1.63
Precision Aerobatics (10.0) (8.9)	AA	MOA	5	2 .3	1.58 1.7	1.78 2

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

NOTE #3: TOTAL OVERHEAD SORTIES OF 7,701 FOR 11,567.1 HOURS(INCLUDES PRIMARY AND INTERMEDIATE T-34c)

Key:

MOAs -- Military Operating Areas

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RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

GEN -- General Use Airspace

Mission Requirements

b. Flight Training

Type Training: INTERMEDIATE ROTARY/NAVY MARITIME Type Aircraft: T-34C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event
Familiarization	N/A					
Basic Instrument	N/A					
Radio Inst.(10.0)	AA	GEN\MOA	5	.2	1.8	2.0
Formation	N/A					
Tactical Form	N/A					
Airway Navigation (9.0)	AA	GEN	4	.2	2.05	2.25
Visual Navigation (7.0)	AA	GEN	4	.2	1.55	1.75
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Overhead (SEE NOTE 5)	AA/PAT	MOA/GEN				
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					

Mission Requirements

b. Flight Training

"PAT", "GEN", "AA"

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING
THE WHITING CLASS "C" AIRSPACE.

NOTE #2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL
AIRWAYS.

NOTE #3: SEE NOTE #3, PRIMARY TABLE

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Key:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

GEN -- General Use Airspace

Mission Requirements

b. Flight Training

Type Training: INTERMEDIATE MARITIME (MARINE) Type Aircraft: T-34C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization	N/A					
Basic Instrument	N/A					
Radio Instrument (10.0)	AA	GEN	35	.2	1.8	2.0
Formation	N/A					
Tactical Formation (6.0)	AA	GEN	4	.3	1.2	1.5
Airway Navigation (3.0)	AA	GEN	2	.2	1.3	1.5
Visual Navigation(7.0)	AA	GEN	4	.2	1.55	1.75
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Overhead SEE NOTE 5	AA/PAT	MOA/GEN				
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					

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Mission Requirements

b. Flight Training

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"PAT", "GEN", "AA"

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

NOTE #3: SEE NOTE #3, PRIMARY TABLE

Key:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

GEN -- General Use Airspace

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Mission Requirements

b. Flight Training

Type Training: ADVANCED HELO

Type Aircraft: T-H57 B/C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization DAY (34.8)	AA\PAT	GEN	22	.2	1.4	1.6
Familiarization NIGHT (2.0)	AA\PAT	GEN	1	.2	1.8	2.0
Basic Instrument (11)	AA	GEN	7	.2	1.37	1.57
Radio Instrument (20)	AA	GEN	10	.2	1.8	2.0
Formation	N/A					
Tactical Formation	N/A					
Airway Navigation(11)	AA	GEN	6	.2	1.63	1.83
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					

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Mission Requirements

b. Flight Training

Type Training: ADVANCED HELO

Type Aircraft: T-H57 B/C

Stage (HOURS)	Type Airspace	Other Airspace	# Flights / pilot	Avg Transit Time/ Event	Flight Time in Airspace/ Event	Total Flight Time/ Event
Familiarization (36.8)	AA\PAT	GEN	23	.2	1.4	1.6
Basic Instrument (11)	AA	GEN	7	.2	1.37	1.57
Radio Instrument (20)	AA	GEN	10	.2	1.8	2.0
Formation	N/A					
Tactical Formation	N/A					
Airway Navigation(11)	AA	GEN	6	.2	1.63	1.83
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation(6.3)	AA	GEN	4	.2	1.37	1.57
Weapons	N/A					
Gunnery	N/A					
Helo Tactics(30)	AA\PAT\MTR	GEN	4 ¹⁸	.2	1.46	1.66

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Air Combat Maneuvers	N/A					
Operational Navigation(6.3)	AA	GEN	4	.2	1.37	1.57
Weapons	N/A					
Gunnery	N/A					
Helo Tactics(30)	AA\PAT\MTR	GEN	18	.2	1.46	1.66
Overhead SEE NOTE 5	AA\PAT	MOA\ GEN	N/A	.2	1.07	1.27
Helo Ship Qualifications (1)	AA\PAT	GEN	2	.2	.5	.7

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

NOTE #3: "PAT" COULD BE OVER RUNWAYS OR CERTIFIED GRASS AREAS

**NOTE #4: "MTR" DENOTES HELO VISUAL LOW LEVEL ROUTES
ALL TRAINING MUST BE COMPLETED AT SITE**

NOTE #5: TOTAL SUPPORT OF 5,557 SORTIES FOR 7,063.2 HOURS

Key:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

GEN -- General Use Airspace

AW-- Airways (e.g. corridors to and from training areas)

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

RA -- Restricted Areas

PAT -- Pattern (e.g. airspace above runways)

Overhead SEE NOTE 5	AA\PAT	MOA\ GEN	N/A	.2	1.07	1.27
Helo Ship Qualifications (1)	AA\PAT	GEN	2	.2	.5	.7

NOTE #1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR
ARRIVING AND DEPARTING THE WHITING CLASS "C"
AIRSPACE. ^{v "AA", "PAT", "GEN"} 2
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NOTE #2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS
USE FEDERAL AIRWAYS.

NOTE #3: "PAT" COULD BE OVER RUNWAYS OR CERTIFIED GRASS
AREAS

NOTE #4: "MTR" DENOTES HELI VISUAL LOW LEVEL ROUTES
ALL TRAINING MUST BE COMPLETED AT SITE

NOTE #5: TOTAL SUPPORT OF 5,557 SORTIES FOR 7,063.2 HOURS

Key:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

GEN -- General Use Airspace

Mission Requirements

b. Flight Training (cont.)

2. For each type of NCO flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per student (include overhead flights), average transit time to training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

QUESTION NOT VALID FOR THIS COMMAND

Type Training: NFO Type Aircraft: _____

Stage	Type Airspace	Other Airspace	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation	N/A					
Surface Search	N/A					
Low Level	N/A					
Airways/Nav/Radar/Low Level	N/A					
Familiarization	N/A					
Tactical Low Level	N/A					
Advanced Tactical Maneuvers	N/A					
Pursuit Intercepts	N/A					
Attack/Reattack Intercepts	N/A					
Conversion Intercepts	N/A					
Unknown Intercepts	N/A					
Advanced Intercepts	N/A					

Key:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Area

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace GEN -- General Use Airspace

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

Mission Requirements

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b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per graduate for each type and level of pilot training (and trainer aircraft). Include only those flight operations that are conducted at your air station and outlying/auxiliary fields. Do not include flights ops required by the syllabus but conducted at other sites (e.g., on detachments to other air stations or on a carrier). To complete the below table, give the historical average for day and night (1) flight operations required per graduate at the air station and OLFs, (2) overhead¹ flight operations per graduate, and (3) total flight operations at the air station and OLFs attributed to each graduate. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

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Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead ¹		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	524	68	148	18	672	86
		JPATS ²	524	68	148	18	672	86
Strike	Intermediate	T-2	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	TA-4J	N/A	N/A	N/A	N/A	N/A	N/A
	Intermediate/Advanced	T-45 ²	N/A	N/A	N/A	N/A	N/A	N/A
E2/C2	Intermediate	T-44	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	T-2	N/A	N/A	N/A	N/A	N/A	N/A
		T-45 ²	N/A	N/A	N/A	N/A	N/A	N/A
Maritime	Intermediate	T-34C	53	11	6	2	59	13
		JPATS ²	53	11	6	2	59	13
	Advanced	T-44	N/A	N/A	N/A	N/A	N/A	N/A
Rotary	Intermediate	T-34C	53	14	6	2	59	16
		JPATS ²	53	14	6	2	59	16
	Advanced	TH-57	1033	91	124	11	1157	102

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¹Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.

²If requirements are still being derived, give best estimate.

Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of pilot training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead¹ flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead ¹		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	394	24	71	4	465	28
		JPATS ²	394	24	71	4	465	28
Strike	Intermediate	T-2	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	TA-4J	N/A	N/A	N/A	N/A	N/A	N/A
	Intermediate/Advanced	T-45 ²	N/A	N/A	N/A	N/A	N/A	N/A
E2/C2	Intermediate	T-44	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	T-2	N/A	N/A	N/A	N/A	N/A	N/A
		T-45 ²	N/A	N/A	N/A	N/A	N/A	N/A
Maritime	Intermediate	T-34C	36	14	6	2	42	16
		JPATS ²	36	14	6	2	42	16
	Advanced	T-44	N/A	N/A	N/A	N/A	N/A	N/A
Rotary	Intermediate	T-34C	36	14	6	2	42	16
		JPATS ²	36	14	6	2	42	16
	Advanced	TH-57	1033	91	124	11	1157	102

¹Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.

²If requirements are still being derived, give best estimate.

Mission Requirements

b. Flight Training (cont.)

4. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of NCO training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead¹ flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

QUESTION NOT VALID FOR THIS COMMAND

Type of NCO Training	Level of NCO Training	Trainer Aircraft	Flight Operations per Student						
			Student		Overhead ³		Total		
			Day	Night	Day	Night	Day	Night	
General	Primary	T-34/T-2	N/A						
		JPATS ⁴	N/A						
General	Intermediate	T-34/T-2/T-47	N/A						
		JPATS ⁴	N/A						
NAV	Advanced	T-43	N/A						
TN/BN	Advanced	T-2	N/A						
	Advanced	T-39	N/A						
RIO	Advanced	T-2	N/A						
	Advanced	T-39	N/A						
OJN	Advanced	T-2	N/A						
	Advanced	T-39	N/A						
ATDS	Advanced	E-2C	N/A						

³Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training flights, warm-up flights, and instrument check flights.

⁴If requirements are still being derived, give best estimate.

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Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: PRIMARY

Type Aircraft: T-34C

Stage	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization DAY	AA\PAT	5.0	5	5	25 NOTE 1	.7 NOTE 2
Familiarization NIGHT	AA\PAT	2.0	5	2	10 NOTE 3	.4 NOTE 2
Basic Instrument	AA\MOA	2.0	12	8	96 NOTE 4	1.1 NOTE 2
Radio Instrument	AA	4.0	12	8	96 NOTE 5	.7 NOTE 2
Formation	AA\PAT	1.0	15	10	150 NOTE 6	1.4 NOTE 2
Tactical Formation	N/A					
Airway Navigation	N/A					
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					

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Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: PRIMARY

Type Aircraft: T-34C

Stage	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization	AA\PAT	10,000	75	60	4,500	1.551.7
Basic Instrument	AA\MOA	10,000	75	60	4,500	1.56
Radio Instrument	AA	10,000	75	60	4,500	1.8
Formation	AA\PAT	10,000	75	60	4,500	1.73
Tactical Formation	N/A					
Airway Navigation	N/A					
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					
PRECISION AEROBATICS	AA/MOA/PAT	10,000	75	60	4,500	1.7 2.0
NIGHT FAMILIARIZATION	AA/PAT	10,000	75	60	4,500	1.5

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Helo Tactics	N/A					
Helo Ship Qualifications	N/A					
Precision Aerobatics	AA	3.5	10	5	50 NOTE 7	.7 NOTE 2

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Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

GEN -- General Use Airspace

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

NOTES:

GENERAL NOTE: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

1. The average airspace block dimension of 25nm² should not be interpreted that a familiarization flight may be conducted and completed within one defined box of 5000ft X 5nm X 5nm. An airspace block of this dimension will allow for a portion of a familiarization flight to be completed, however, certain maneuvers require a "high altitude box" while others require a "low altitude box". For example, stall/spin maneuvers require operations be flown between 5,000 and 10,000 feet of altitude and could be performed in a "high box". High/Low altitude power loss simulations are flown between 0 and 5,000 feet of altitude and therefore could be performed in a "low box".

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2. Time in airspace of .7 hours is calculated for a given airspace box but does not constitute time required for an average familiarization flight. This calculation would be:

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High box	.7
Low box	.7
Transient	.4
	1.8

Similar calculations would be performed for the remaining stages.

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3. Dimensions for night familiarization flights are slightly smaller within the width dimension due to the significantly reduced maneuver requirements (i.e. no stall/spin maneuvers). As previously discussed in note 1, to complete a given night familiarization flight a "high box" and a "low box" would be required.

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4. Basic instrument airspace block requirements are not sufficient to perform the penetration maneuver, which typically requires 6,000 - 8,000 feet of vertical airspace.

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5. Training Wing Five primary radio instruments does not operate on the federal airways. Airspace block requirements are similar to basic instrument requirements with respect to length and width. The larger vertical airspace is necessary to more accurately simulate terminal approaches.

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6. Formation stage airspace block requirements are larger within the length and width dimensions due to the restricted maneuvering capabilities of a formation flight.

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7. Precision aerobatics airspace block requirements are larger within the length dimension due to the increased airspeeds necessary for aerobatic maneuvers.

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Mission Requirements

b. Flight Training (cont.)

"AA", "PAT", "GEN"

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NOTE#1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE#2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHT USE FEDERAL AIRWAYS.

Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

GEN -- General Use Airspace

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Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: INTERMEDIATE ROTARY/NAVY MARITIME Type Aircraft: T-34C

Stage	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Basic Instrument	N/A					
Radio Instrument	AA	N2	N2	N2	N2	1.8
Formation	N/A					
Tactical Formation	N/A					
Airway Navigation	AA	N2	N2	N2	N2	2.05
Visual Navigation	AA	N2	N2	N2	N2	1.55
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					

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NOTE#1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE#2: THESE FLIGHTS ARE FLOWN IN AA/ATC/GEN AIRSPACE AND HAVE NO BLOCK REQUIREMENTS.

Key:

- MOA -- Military Operating Area
- WA -- Warning Area
- AA -- Alert Area
- RA -- Restricted Area
- GEN -- General Use Airspace
- ATCAA -- Air Traffic Control Assigned Airspace
- RR -- Restricted Area with Ranges
- MTR -- Military Training Route
- AW-- Airway (corridor to and from training areas)
- PAT -- Pattern (airspace above runways)

Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: INTERMEDIATE ROTARY/NAVY MARITIME Type Aircraft: T-34C

Stage	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization	N/A					
Basic Instrument	N/A					
Radio Instrument	AA	10,000	75	60	4,500	1.8
Formation	N/A					
Tactical Formation	N/A					
Airway Navigation	AA	10,000	75	60	4,500	2.05
Visual Navigation	AA	10,000	75	60	4,500	1.55
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					

NOTE#1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE. — "AA", "PAT", "GEN"

NOTE#2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHT USE FEDERAL AIRWAYS.

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Key:

MOA -- Military Operating Area
 WA -- Warning Area
 AA -- Alert Area
 RA -- Restricted Area
 ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges
 MTR -- Military Training Route
 AW-- Airway (corridor to and from training areas)
 PAT -- Pattern (airspace above runways)
 GEN -- General Use Airspace

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Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: **INTERMEDIATE MARITIME (MARINE)**

Type Aircraft: **T-34C**

Stage	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization	N/A					
Basic Instrument	N/A					
Radio Instrument	AA	N2	N2	N2	N2	1.8
Formation	N/A					
Tactical Formation	AA	N2	N2	N2	N2	1.2
Airway Navigation	AA	N2	N2	N2	N2	1.3
Visual Navigation	AA	N2	N2	N2	N2	1.55
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					

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NOTE#1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE#2: THESE FLIGHTS ARE FLOWN IN AA/ATC/GEN AIRSPACE AND HAVE NO BLOCK REQUIREMENTS.

Key:

- MOA -- Military Operating Area
- WA -- Warning Area
- AA -- Alert Area
- RA -- Restricted Area
- GEN -- General Use Airspace
- ATCAA -- Air Traffic Control Assigned Airspace

- RR -- Restricted Area with Ranges
- MTR -- Military Training Route
- AW-- Airway (corridor to and from training areas)
- PAT -- Pattern (airspace above runways)

Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: INTERMEDIATE MARITIME (MARINE)

Type Aircraft: T-34C

Stage	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization	N/A					
Basic Instrument	N/A					
Radio Instrument	AA	10,000	75	60	4,500	1.8
Formation	N/A					
Tactical Formation	AA	10,000	75	60	4,500	1.2
Airway Navigation	AA	10,000	75	60	4,500	1.3
Visual Navigation	AA	10,000	75	60	4,500	1.55
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	N/A					
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	N/A					
Helo Ship Qualifications	N/A					

NOTE#1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE. - "AA", "PAT", "GEN"

NOTE#2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

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Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

GEN -- General Use Airspace

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Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: ADVANCED HELO

Type Aircraft: TH-57

Stage SEE NOTES 1, 2, 3	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization DAY	AA\PAT	NOTE 4	NOTE 4	NOTE 4	NOTE 4	1.4
Familiarization NIGHT	AA\PAT	NOTE 4	NOTE 4	NOTE 4	NOTE 4	1.8
Basic Instrument	AA	3.0	10	10	100	1.37
Radio Instrument (NOTES 5 & 6)	AA	5.0	20	20	400	1.8
Formation	N/A					
Tactical Formation	N/A					
Airway Navigation (NOTE 6)	AA	NOTE 6	NOTE 6	NOTE 6	NOTE 6	1.63
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation (NOTE 7)	AA	NOTE 7	NOTE 7	NOTE 7	NOTE 7	1.37
Weapons	N/A					
Gunnery	N/A					
Helo Tactics (NOTE 8)	AA\PAT\MTR	2.0	20	20	400	1.46
Helo Ship Qualifications (NOTE 9)	AA\PAT	0.3	9	9	81	.5

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Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: ADVANCED HELO

Type Aircraft: TH-57

Stage	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Familiarization	AA\PAT	10,000	75	60	4,500	1.4
Basic Instrument	AA	10,000	75	60	4,500	1.37
Radio Instrument	AA	10,000	75	60	4,500	1.8
Formation	N/A					
Tactical Formation	N/A					
Airway Navigation	AA	10,000	75	60	4,500	1.63
Visual Navigation	N/A					
Over Water Navigation	N/A					
Out-of-control Flight	N/A					
Carrier Qualifications	N/A					
Air Combat Maneuvers	N/A					
Operational Navigation	AA	10,000	75	60	4,500	1.37
Weapons	N/A					
Gunnery	N/A					
Helo Tactics	AA\PAT\ MTR	5,000	30	60	1,800	1.46
Helo Ship Qualifications	AA\PAT	5,000	30	60	1,800	.5

NOTE#1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE#2: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

NOTE#3: "PAT" COULD BE OVER RUNWAYS OR CERTIFIED GRASS AREAS

NOTE#4: "MTR" DENOTES HELO VISUAL LOW LEVEL ROUTES ALL TRAINING MUST BE COMPLETED AT SITE

"AA", "PAT", "GEN" 2
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Mission Requirements

b. Flight Training (cont.)

- NOTE#1: ALL DEPARTURES AND ARRIVALS USE "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE. R
- NOTE#2: "PAT" COULD BE OVER RUNWAYS OR CERTIFIED GRASS AREAS. R
- NOTE#3: "MTR" DENOTES HELO VISUAL LOW LEVEL ROUTES ALL TRAINING MUST BE COMPLETED AT SITE. R
- NOTE#4: ALL FAMILIARIZATION FLIGHTS ARE CONDUCTED IN THE PATTERN AT OUTLYING OR HOME FIELD. R
- NOTE#5: AIRCRAFT MAY EXECUTE THE SAME APPROACHES AT THE SAME TIME BUT WILL DECONFLICT BY ALTITUDE SEPARATION AND SEQUENCING. (SAME AIRSPACE BLOCK BUT WITH DIFFERENT ALTITUDES WITHIN THIS BLOCK.) THE AIRSPACE DIMENSIONS (LENGTH AND WIDTH) WILL ACCOMMODATE THE MAJORITY OF INSTRUMENT APPROACHES/MANEUVERS A STUDENT MAY BE REQUIRED TO FLY. R
- NOTE#6: AIRWAYS NAVIGATION/RADIO INSTRUMENTS FLIGHTS USE FEDERAL AIRWAYS. R
- NOTE#7: TRAINING IS DONE IN AND OUT OF THE LOCAL AREA VIA VFR NAVIGATION ROUTES. R
- NOTE#8: THE MAJORITY OF THE TRAINING TAKES PLACE IN THE PATTERN AT OUTLYING FIELDS. THE REMAINDER OF THE TRAINING IS NIGHT/LOW LEVEL VFR NAVIGATION ROUTES AND FORMATION FLIGHTS. AIRSPACE DIMENSIONS APPLY ONLY TO FORMATION TRAINING. R
- NOTE#9: ONE HALF OF THE SHIP QUAL TRAINING TAKES PLACE IN THE PATTERN. THE REMAINING ONE HALF TAKES PLACE OVER THE WATER USING THE HELICOPTER LANDING TRAINER (HLT). THE AIRSPACE DIMENSION IS THE SIZE OF WORKING AREA OF THE HLT. UP TO THREE AIRCRAFT MAY WORK THE PATTERN AT THE HLT AT ONE TIME. R

Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

GEN -- General Use Airspace

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

Mission Requirements

b. Flight Training (cont.)

Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

GEN -- General Use Airspace

Mission Requirements

b. Flight Training (cont.)

6. For each type of undergraduate NCO flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

QUESTION NOT VALID FOR THIS COMMAND

Type Training: NFO Type Aircraft: _____

Stage	Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi. ²)	
Radar Navigation	N/A					
Surface Search	N/A					
Low Level	N/A					
Airways/Nav/Radar/ Low Level	N/A					
Familiarization	N/A					
Tactical Low Level	N/A					
Advanced Tactical Maneuvers	N/A					
Pursuit Intercepts	N/A					
Attack/Reattack Intercepts	N/A					
Conversion Intercepts	N/A					
Unknown Intercepts	N/A					
Advanced Intercepts	N/A					

Key:

MOA -- Military Operating Area

WA -- Warning Area

AA -- Alert Area

RA -- Restricted Area

ATCAA -- Air Traffic Control Assigned Airspace

RR -- Restricted Area with Ranges

MTR -- Military Training Route

AW-- Airway (corridor to and from training areas)

PAT -- Pattern (airspace above runways)

GEN -- General Use Airspace

CHANGE ONE

Revised 7 Jun 94 UIC 60508

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) **PILOT**

CCN: 171-35

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	2C42 (UTD) (T-34C)	6.0
		2B37 (IFT/OFT) (T-34C)	20.8
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	2B37 (IFT/OFT) (T-34C)	10.4
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	2B37 (IFT/OFT) (H-57B/C)	10.4
		N/A	
	Advanced	2C67 (UTD) (H-57B/C)	6.5
		2B42 (IFT/OFT) (H-57B/C)	36.4

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: 171-10

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	ACADEMIC CLASSROOMS	180.8
		N/A	
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	ACADEMIC CLASSROOMS	10.0 *
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	ACADEMIC CLASSROOMS	10.0 *
		N/A	
	Advanced	ACADEMIC CLASSROOMS	96.3
		N/A	

* ADD TWO HOURS FOR MARINE STUDENTS "ONLY"

R

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: 171-10

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	ACADEMIC CLASSROOMS	180.8
		N/A	
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	ACADEMIC CLASSROOMS	10.0 *
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	ACADEMIC CLASSROOMS	10.0 *
		N/A	
	Advanced	ACADEMIC CLASSROOMS	96.3
		N/A	

* ADD TWO HOURS FOR MARINE STUDENTS

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: 171-20

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	BRIEFING/DEBRIEFING	36
		N/A	
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	BRIEFING/DEBRIEFING	19.5
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	BRIEFING/DEBRIEFING	19.5
		N/A	
	Advanced	BRIEFING/DEBRIEFING	56
		N/A	

R

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NCO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: 724-30

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	SIKES HALL	SEE NOTE
Strike	Intermediate	N/A	
	Advanced	N/A	
E2/C2	Intermediate	N/A	
	Advanced	N/A	
Maritime	Intermediate	SIKES HALL	SEE NOTE
	Advanced	N/A	
Rotary	Intermediate	SIKES HALL	SEE NOTE
	Advanced	SIKES HALL	SEE NOTE

NOTE: REQUIREMENTS VARY. UTILIZED FOR ALL OFFICER MEETINGS, QUALITY MANAGEMENT BOARDS, STANDARDIZATION CONFERENCES, SAFETY STANDDOWN TRAINING, AND GENERAL MILITARY TRAINING AND BRIEFINGS.

R

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NCO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: 740-43

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	GYMNASIUM	SEE NOTE
Strike	Intermediate	N/A	
	Advanced	N/A	
E2/C2	Intermediate	N/A	
	Advanced	N/A	
Maritime	Intermediate	GYMNASIUM	SEE NOTE
	Advanced	N/A	
Rotary	Intermediate	GYMNASIUM	SEE NOTE
	Advanced	GYMNASIUM	SEE NOTE

NOTE: REQUIREMENTS VARY. UTILIZED FOR PHYSICAL FITNESS TRAINING.

R

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NCO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) **PILOT**

CCN: 740-50

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	THEATER	SEE NOTE
Strike	Intermediate	N/A	
	Advanced	N/A	
E2/C2	Intermediate	N/A	
	Advanced	N/A	
Maritime	Intermediate	THEATER	SEE NOTE
	Advanced	N/A	
Rotary	Intermediate	THEATER	SEE NOTE
	Advanced	THEATER	SEE NOTE

NOTE: REQUIREMENTS VARY. UTILIZED FOR ALL OFFICER MEETINGS, QUALITY MANAGEMENT BOARDS, STANDARDIZATION CONFERENCES, SAFETY STANDDOWN TRAINING, CEREMONIES, WINGINGS, AND GENERAL MILITARY TRAINING AND BRIEFINGS.

R

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NCO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: 740-60

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	O'CLUB BALLROOM	SEE NOTE
Strike	Intermediate	N/A	
	Advanced	N/A	
E2/C2	Intermediate	N/A	
	Advanced	N/A	
Maritime	Intermediate	O'CLUB BALLROOM	SEE NOTE
		N/A	
	Advanced	N/A	
Rotary	Intermediate	O'CLUB BALLROOM	SEE NOTE
		N/A	
	Advanced	O'CLUB BALLROOM	SEE NOTE

NOTE: REQUIREMENTS VARY. UTILIZED FOR ALL OFFICER MEETINGS, QUALITY MANAGEMENT BOARDS, STANDARDIZATION CONFERENCES, SAFETY STANDDOWN TRAINING, AND GENERAL MILITARY TRAINING AND BRIEFINGS.

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NCO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NCO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN: ~~171-20~~ 35

*GMantley
CNET N413
28 APR 94*

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	2C42	6.0
		2B37	20.8
Strike	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
E2/C2	Intermediate	N/A	
		N/A	
	Advanced	N/A	
		N/A	
Maritime	Intermediate	2B37	10.4
		N/A	
	Advanced	N/A	
		N/A	
Rotary	Intermediate	2B37	10.4
		N/A	
	Advanced	2C67	6.5
		2B42	36.4

Mission requirements

c. Ground School Flight Training (cont.)

QUESTION NOT VALID FOR THIS COMMAND

(b) NCO

CCN: N/A

Type of NCO Training	Level of NCO Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	N/A	
		N/A	
General	Intermediate	N/A	
		N/A	
NAV	Advanced	N/A	
		N/A	
TN/BN	Advanced	N/A	
		N/A	
RIO	Advanced	N/A	
		N/A	
OJN	Advanced	N/A	
		N/A	
ATDS	Advanced	N/A	
		N/A	

Mission Requirements

d. Other Ground Training

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

CCN:171-10

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs Student	Hrs/Yr	Hrs Student	Hrs/Yr
CLASSROOMS	INSTRUCTOR PILOTS	INSTRUMENT GROUND SCHOOL	12	144	12	144
CLASSROOMS	TROY STATE	GRADUATE EDUCATION	5	250	5	250
CLASSROOMS	USN, OTHERS	PSYCHOLOGICAL RESEARCH, OTHER	5	2000	5	2000

Mission Requirements

d. Other Ground Training

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

CCN: 17x-xx

NONE - ALL OUR FACILITIES ARE DESIGNATED FOR STUDENT TRAINING.

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
17110 ACADEMIC INSTRUCTION	VARIOUS	GENERAL	12/3500	42000	12/3500	42000 *
17120 APPLIED INSTRUCTION	VARIOUS	GENERAL	8/17000	136000	8/17000	136000
17125 AUDITORIUM	VARIOUS	GENERAL	2/15600	31200	2/15600	31200
17940 SMALL ARMS	SECURITY	QUALS	1.5/1727	2590.5	1.5/1727	2590.5
17945 FIRE DRILL TOWER	FIREHOUSE	QUALS	1/636	636	1/636	636
17945 FIRE TRAINING MOCKUP	FIREHOUSE	QUALS	1/2076	2076	1/2076	2076
MILITARY WORKING DOG TRAINING	SECURITY	QUALS	3/520	1560	3/520	1560
17955 COMBAT TRAINING POOL	MWR	**	1/27	2295	1/27	2295

* NOTE: FACILITIES ARE USED AFTER HOURS AND ON WEEKENDS BY VARIOUS SCHOOLS AND ORGANIZATIONS.

**NOTE: USED BY MWR FOR RECREATION AND PRT. FIGURES ARE FOR PRT ONLY (27 STUDENTS X 1 HOUR X 85 DAYS).

CHANGE ONE

Revised 7 Jun 94 UIC 60508

Mission Requirements

d. Other Ground Training

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

CCN: 17x-xx

NONE - ALL OUR FACILITIES ARE DESIGNATED FOR STUDENT TRAINING.

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
17110 ACADEMIC INSTRUCTION	VARIOUS	GENERAL	12/3500	42000	12/3500	42000 *
17120 APPLIED INSTRUCTION	VARIOUS	GENERAL	8/17000	136000	8/17000	136000
17125 AUDITORIUM	VARIOUS	GENERAL	2/15600	31200	15600	31200
17940 SMALL ARMS	SECURITY	QUALS	1.5/1727	2590.5	1.5/1727	2590.5
17945 FIRE DRILL TOWER	FIREHOUSE	QUALS	1/636	636	1/636	636
17945 FIRE TRAINING MOCKUP	FIREHOUSE	QUALS	1/2076	2076	1/2076	2076
MILITARY WORKING DOG TRAINING	SECURITY	QUALS	3/520	1560	3/520	1560
17955 COMBAT TRAINING POOL	MWR	**	0	0	0	0

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* NOTE: FACILITIES ARE USED AFTER HOURS AND ON WEEKENDS BY VARIOUS SCHOOLS AND ORGANIZATIONS.

**NOTE: USED BY MWR FOR RECREATION AND PRT.

Mission Requirements

d. Other Ground Training

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

CCN: 17x-xx

NONE - ALL OUR FACILITIES ARE DESIGNATED FOR STUDENT TRAINING.

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
17110 ACADEMIC INSTRUCTION	VARIOUS	GENERAL	12/3500	42000	12/3500	42000 * ---
17120 APPLIED INSTRUCTION	VARIOUS	GENERAL	8/525 8/17000	136000	8/525 8/17000	136000
17125 AUDITORIUM	VARIOUS	GENERAL	2/15600	31200	15600	31200
17940 SMALL ARMS	SECURITY	QUALS	1.5/1727	2590.5	1.5/1727	2590.5
17945 FIRE TOWER	FIREHOUSE	QUALS	1/636	636	1/636	636
17945 DRILL TOWER	FIREHOUSE	QUALS	1/2076	2076	1/2076	2076
17955 COMBAT TRAINING POOL	MWR	**	0	0	0	0

*QPM
G.R. MANLEY
CNST JUL83
27 APR 94*

* NOTE: FACILITIES ARE USED AFTER HOURS AND ON WEEKENDS BY VARIOUS SCHOOLS AND ORGANIZATIONS.

**NOTE: USED BY MWR FOR RECREATION AND PRT.

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Mission Requirements

e. Other Flight Training Requirements

1. Complete the following table for all non-undergraduate flight training that occurs at your installation.

Type of Training	# of Personnel Trained	Annual # of Flights
FIXED WING INSTRUCTOR TRAINING	90	2860
HELICOPTER INSTRUCTOR TRAINING	70	2042
NROTC MID INDOC	43	43
FLIGHT SURGEONS	120	988
USNA MIDSHIPMAN INDOC	206	206
STANDARDIZATION FLIGHTS	2342	4684

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Mission Requirements

e. Other Flight Training Requirements

1. Complete the following table for all non-undergraduate flight training that occurs at your installation.

Type of Training	# of Personnel Trained	Annual # of Flights
FIXED WING INSTRUCTOR TRAINING	90	2860
HELICOPTER INSTRUCTOR TRAINING	70	2042
NROTC MID INDOC	43	43
FLIGHT SURGEONS	120	988
USNA MIDSHIPMAN INDOC	206	206
STANDARDIZATION FLIGHTS	1225	2550

Mission Requirements

f. Training Airframes

1. Provide the number of aircraft (by type) that will be based at each Air Station for use in undergraduate pilot and NCO training programs in the Fiscal Year indicated. Project requirements if necessary.

(a) Air Station: NAS WHITING FIELD

	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
T-2	N/A	N/A	N/A	N/A	N/A
TA-4J	N/A	N/A	N/A	N/A	N/A
T-34C	155	155 150	147	147	147
T-39	N/A	N/A	N/A	N/A	N/A
T-43	N/A	N/A	N/A	N/A	N/A
T-44	N/A	N/A	N/A	N/A	N/A
T-45	N/A	N/A	N/A	N/A	N/A
TH-57B	47	46	46	46	46
TH-57C	73 74	72 73	72 73	72 73	72 73
JPATS	N/A	N/A	N/A	N/A	N/A

*See
CNATRA
NS*

NOTE: TRAINING AIR WING FIVE IS REPORTING CUSTODIAN ONLY

Mission Requirements

f. Training Airframes (cont.)

2. Enter the projected inventory of aircraft (by type) that will be based at each Air Station for use in undergraduate pilot and NCO training for the Fiscal Years indicated in the following table. If an aircraft is programmed for deletion or replacement, indicate such in the column when the change will occur. Also indicate which airframe will serve as the replacement (if applicable) and the quantity programmed for use.

(a) Air Station: NAS WHITING FIELD

	FY 1998	FY 1999	FY 2000	FY 2001
T-2	N/A	N/A	N/A	N/A
TA-4J	N/A	N/A	N/A	N/A
T-34C	147	147	147	147
T-39	N/A	N/A	N/A	N/A
T-43	N/A	N/A	N/A	N/A
T-44	N/A	N/A	N/A	N/A
T-45	N/A	N/A	N/A	N/A
TH-57B	46	46	46	46
TH-57C	72 73	72 73	72 73	72 73
JPATS	N/A	3 0	22 3	46 22

*Base
CNA/CA
N5*

NOTE: TRAINING AIR WING FIVE IS REPORTING CUSTODIAN ONLY

Facilities

a. Airfield (NORTH)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**

NAS WHITING FIELD (NORTH)

Location:

MILTON, FL 30 43.4'N 87 01.3'W

Type and Level of Training Supported:

PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field N/A

2. Complete the table below to describe the airfield's annual operations.

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	116403 ¹¹⁶⁴⁰³ 107608	111763 ¹¹¹⁷⁶³ 117568	113860 ¹¹³³⁵⁵ 107809
	Instructor Training	5160 ⁵¹⁶⁰ 4684	5409 ⁵⁴⁰⁹ 5213	4734 ⁴⁷³⁴ 4300
	Maintenance Flights	939	710	369
	Station Hops	0	0	0
	Proficiency Flights	319	374	333
	NATOPS	3735	4929	4349
	Transient	42 ⁴² 418	52 ⁵² 248	66 ⁶⁶ 505

113355
GEMandy
CNST N443
27 APR 94

GEMandy
CNST N443
27 APR 94

TOTAL OPERATIONS	126598	123237	123211
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Facilities

a. North Field (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	85	68.6	68.6
	Maintenance ⁵	0	0	0
	Other Events ⁶	0	34.3	68.6

List below the "other events" included in the table above:
 1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NCO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY
237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NCO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	18.17	18.17	22.0
	Intermediate	***	***	***
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		18.17	18.17	22.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%
 NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP
 *** INCLUDED IN PRIMARY FIGURES

⁵Total hours dedicated to facilities maintenance.

⁶Do not include hours lost due to weather restrictions.

Facilities

a. North Field (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NAS WHITING FIELD (NORTH)

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	93.16	63.6
Strike	Intermediate	N/A	N/A
	Advanced	N/A	N/A
E2/C2	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Maritime	Intermediate	3.42	18.2
	Advanced	N/A	N/A
Rotary	Intermediate	3.42	18.2
	Advanced	N/A	N/A
NEO NFO	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Total		100	100

2
ENATLA N3

R

Facilities

a. North Field (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

99 OPERATIONS PER HOUR. SEE PAGE 34A.

R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 - 6.8
IFR	0

2
CNATRA N3
9/8/94

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	50	50

R

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

1. AIR TRAFFIC CONTROL MANNING
2. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹.

99 OPERATIONS PER HOUR. SEE PAGE 34A.

R

¹Answer for each independent runway complex.

Facilities

a. North Field (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

~~2
CNATRA N3~~

~~113 OPERATIONS PER HOUR. USING FIGURE A5-6 OF FAA MANUAL, CAPACITY IS 130. AFTER DEDUCTING 11% FOR WEATHER AND 2% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 113 PER HOUR. 99 OPS PER HOUR. SEE PAGE 34(A).~~

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

~~2
CNATRA N3~~

	Percent Touch-and-Go's
VFR	100 6.8
IFR	0

~~GRM
GR MANLYT
CNAT N443
27 APR 94~~

11. Give the percent of departures and arrivals at this airfield

~~2
CNATRA N3~~

	Percent Departures	Percent Arrivals
VFR	50 89 50 89	50 89 50 89
IFR	50 11 50 11	50 11 50 11

~~GRM
G.R. MANLYT
CNAT N443
27 APR 94~~

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

1. AIR TRAFFIC CONTROL MANNING
2. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁷.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

⁷Answer for each independent runway complex.

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)

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

Weather	mix index	% of yr	hrly cap	% max cap	Weighting Factor (w)
vfr	0	89	130	100%	1
ifr	0	6.2	63	48%	4
vfr Below MIN	0	4.8	0	0%	4
below min	0	0	0	0%	0
	0	0	0	0%	0

Ops per hour: 99
 Service volume: 283,828
 Air station: NAS WHITING (NORTH)
 Remarks: chart 3-4 vfr, 3-44 ifr and below 400/1.
 Date run: 9 February 1994

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

hrly cap base	t & go factor	exit factor	hourly cap	chart
165	1	0.79	130	3-4
63	1	1	63	3-44
0	0	0	0	0
0	0	0	0	0

Notes:

Facilities

a. North Field (cont.)

14. 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).

NO CONSTRAINTS IN THE NORTH WHITING AIRPORT TRAFFIC AREA.

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
05/23	6000	200	TT 70K		X			N/A
14/32	6000	200	TT 71.8K		X			N/A

Mc/CNATRA N61

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

TT - TANDEM

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12, T-2	ALL	T-37 ALL EXCEPT T-38

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.

NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

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CNATRA N3

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Facilities

a. North Field (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	219,217	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	307,060	0	0	N/A
113-40	Access Aprons	SY	0	15,000	0	(N1)
121-10	Direct Fueling	GM	0	0	0	N/A
121-20	Truck Fueling	GM	0	(N2)	0	N/A
121-30	Defueling	GM		(N3)		N/A
124-30	Fuel Storage	GA	402,040	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	LBS	1000	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A
441-xx	General Supply Stg. Covered	SY	3285	36	0	N/A
451-xx	General supply Stg. Open	SY	895	0	0	N/A

R
LAM

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

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Facilities

a. North Field (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	265,000	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	307,060	0	0	N/A
113-40	Access Aprons	SY	0	15,000	0	(N1)
121-10	Direct Fueling	GM	0	0	0	N/A
121-20	Truck Fueling	GM	0	(N2)	0	N/A
121-30	Defueling	GM		(N3)		N/A
124-30	Fuel Storage	GA	402,040	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	LBS	1000	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A
441-xx	General Supply Stg. Covered	SY	3285	36	0	N/A
451-xx	General supply Stg. Open	SY	895	0	0	N/A

R

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

Facilities

a. North Field (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	265,000	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	307,060	0	0	N/A
113-40	Access Aprons	SY	0	15,000	0	(N1)
121-10	Direct Fueling	GM	0	0	0	N/A
121-20	Truck Fueling	GM	0	(N2)	0	N/A
121-30	Defueling	GM		(N3)		N/A
124-30	Fuel Storage	GA	402,040	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	LBS	1000	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A
441-xx	General Supply Stg. Covered	SY	3302	36	0	N/A
451-xx	General supply Stg. Open	SY	895	0	0	N/A

NOTE 1: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE.

NOTE 2: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM.

TWO CAN REFUEL OR DEFUEL

NOTE 3: CONTRACTOR OWNED

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Facilities

a. North Field (cont.)

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

- a. FACILITY TYPE/CODE:
RUNWAY FIXED WING
- b. WHAT MAKES IT INADEQUATE?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE. R
- c. WHAT USE IS BEING MADE OF THE FACILITY?
ABANDONED
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
DATA NOT MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY ZONES IS TO BE UPGRADED FOR PARKING OR RESURFACING/SEALING WOULD BE REQUIRED. R
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
NONE
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100' WIDTH OF THE ORIGINAL 300' WIDE RUNWAYS.*
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?
NO

*FOR CLARIFICATION: EXISTING ADEQUATE RUNWAYS ARE 200 FT WIDE-REDUCED FROM ORIGINAL 300 FT WIDTH. THERE IS, THEREFORE, A 50 FT WIDE STRIP OF ABANDONED DETEREORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS. REMAINING AMOUNT IS MADE UP OF ABANDONED RUNWAYS. R

Facilities

a. North Field (cont.)

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

a. FACILITY TYPE/CODE:
RUNWAY FIXED WING

b. WHAT MAKES IT INADEQUATE?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE. GEMANLEY CNET N-443 27 APR 94

c. WHAT USE IS BEING MADE OF THE FACILITY?
ABANDONED

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? ^{OLD}
~~N/A~~ DATA NOT MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF RUNWAY SURFACE OUTSIDE PRIMARY ZONES IS TO BE UPGRADED FOR PARKING OR TAXI, RESURFACING/SEALING WOULD BE REQUIRED. GEMANLEY CNET N-443 27 APR 94

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
NONE

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100' WIDTH OF THE ORIGINAL 300' WIDE RUNWAYS. *

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?
NO

* FOR CLARIFICATION: EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE - REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALLING 131 KSY. (REMAINING 134 KSY MADE UP OF ABANDONED RUNWAYS)

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CNET N-443
27 APR 94

Facilities

a. South Field

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**

NAS WHITING FIELD (SOUTH)

Location:

MILTON, FL 30 41.8'N 87 01.0'W

Type and Level of Training Supported:

ADVANCED HELICOPTER TRAINING AND RADAR AND WEATHER RECOVERY AIRFIELD FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING.

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field N/A

2. Complete the table below to describe the airfield's annual operations.

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	121615 11971	115814 104309	128484 121196
	Instructor Training	5376	7908	8665
	Maintenance Flights	141	117	205
	Station Hops	0	00	0
	Proficiency Flights	255	221	369
	NATOPS	1461	987	779
	Transient	688 497	672 493	980 569

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CWST 15443
27 APR 94

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CWST 15443
27 APR 94

TOTAL OPERATIONS	129536	125719	136682
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ABOVE DATA INCLUDES SUNDAY RECOVERIES OF H-57 AND T-34C CROSS COUNTRY RECOVERIES.

Facilities

a. South Field (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	85.75	68.6	68.6
	Maintenance ⁸	0	0	0
	Other Events ⁹	0	34.3	0

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

1992 - Hurricane Andrew

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NCO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY

237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NCO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	11.98	11.98	10.0
Other Military Flights (non-UPT)		1.0	1.0	1.0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		12.98	12.98	11.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

⁸Total hours dedicated to facilities maintenance.

⁹Do not include hours lost due to weather restrictions.

Facilities

a. South Field (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NAS WHITING FIELD (SOUTH)

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	2.92	2.54
Strike	Intermediate	N/A	N/A
	Advanced	N/A	N/A
E2/C2	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Maritime	Intermediate	.54	.73
	Advanced	N/A	N/A
Rotary	Intermediate	.54	.73
	Advanced	96	96
NCO	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Total		100	100

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Facilities

a. South Field (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

112 OPERATIONS PER HOUR. USING FIGURE A5-6 OF FAA MANUAL, CAPACITY IS 140. AFTER DEDUCTING 13% FOR WEATHER AND 7% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 112 PER HOUR.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	17.7
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	50	50

R

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

1. **AIR TRAFFIC CONTROL MANNING**
2. **MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations².

112 OPERATIONS PER HOUR. USING FIGURE A5-6 OF FAA MANUAL, CAPACITY IS 140. AFTER DEDUCTING 13% FOR WEATHER AND 7% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 112 PER HOUR R

²Answer for each independent runway complex.

Facilities

a. South Field (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.. **112 OPERATIONS PER HOUR. USING FIGURE AS-6 OF FAA MANUAL, CAPACITY IS 140. AFTER DEDUCTING 13% FOR WEATHER AND 7% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 112 PER HOUR.**

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 80 17.7
IFR	0

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CNET N443
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11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50 89 50 89 GEM	50 89 50 89 GEM
IFR	50 11 50 11 GEM	50 11 50 11 GEM

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CNET N443
27 APR 94

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

1. AIR TRAFFIC CONTROL MANNING
2. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹⁰.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

¹⁰Answer for each independent runway complex.

Facilities

a. South Field (cont.)

14. 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).

- **NO MAJOR CONSTRAINTS.**
- **INSTALLATION OF HELICOPTER PADS WITH APPROPRIATE LIGHTING WOULD INCREASE CAPACITY FOR FIXED WING AIRCRAFT OPERATIONS.**

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
05/23	6000	200	TT ²³¹ 131 K		X			N/A
14/32	6000	200	TT ²⁷⁵ 209 K		X			N/A

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CNATRA N61

- F -- Full Lighting (approach, runway edge, center, and threshold)
- P -- Partial Lighting (less than full)
- C -- Carrier Deck Lighting Simulated (embedded)
- N -- No lighting
- TT- TWIN TANDEM

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CNET N443
28 APR 94

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12, T-2	ALL	T-37 ALL EXCEPT T-38

2
CNATRA N7

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.
NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

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Facilities

a. South Field (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	258,345	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	1,111	0	0	N/A
113-20	Parking Aprons	SY	226,667	0	0	N/A
113-40	Access Aprons	SY	22	95,534	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

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Facilities

a. South Field (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	266,667	0	225,833	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	1,111	0	0	N/A
113-20	Parking Aprons	SY	226,667	0	0	N/A
113-40	Access Aprons	SY	22	95,534	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

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Facilities

a. South Field (cont.)

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

- a. FACILITY TYPE/CODE:
RUNWAY FIXED WING
- b. WHAT MAKES IT INADEQUATE?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE. R
- c. WHAT USE IS BEING MADE OF THE FACILITY?
ABANDONED
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
DATA NOT MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE OF PRIMARY ZONES IS TO BE UPGRADED FOR PARKING OR TAXIING, RESURFACING OR SEALING WOULD BE REQUIRED. R
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
NONE
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100' WIDTH OF THE ORIGINAL 300' WIDE RUNWAYS.*
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?
NO

*FOR CLARIFICATION: EXISTING ADEQUATE RUNWAYS ARE 200 FT WIDE - REDUCED FROM 300 FT WIDTH. THERE IS THEREFORE, A 50 FT WIDE STRIP OF ABANDONED, DETEREORATING ASPHALT SURFACE ON EITHER SIDE OF RUNWAYS. REMAINING AMOUNT IS MADE UP OF ABANDONED RUNWAYS. R

Facilities

a. South Field (cont.)

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

a. FACILITY TYPE/CODE:
RUNWAY FIXED WING

b. WHAT MAKES IT INADEQUATE?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE. CPMANLEY CNET N443 27 APR 94

c. WHAT USE IS BEING MADE OF THE FACILITY?
ABANDONED

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? ~~IT OLD~~
N/A DATA NOT MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY ZONES IS TO BE UPGRADED FOR PARKING OR TAXI, RESURFACING/SEALING WOULD BE REQUIRED. CPMANLEY CNET N443 27 APR 94

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
NONE

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100' WIDTH OF THE ORIGINAL 300' WIDE RUNWAYS. *

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?
NO

ADEQUATE
* FOR CLARIFICATION: EXISTING RUNWAYS ARE 200 FEET WIDE - REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALING 131 KSY (SAME AS NORTH FIELD). CPMANLEY CNET N443 27 APR 94

Facilities

a. Airfield (BARIN)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**
NOLF BARIN

Location:
FOLEY, AL 30 23'N 87 38'W

Type and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 44 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		78034 FY 1991	80737 FY 1992	64795 FY 1993
Operational Events	Student Training	78062 <small>OPM 71,398</small>	79982 <small>OPM 76,111</small>	64077 <small>OPM 60,242</small>
	Instructor Training	3547 <small>3,171</small>	3552 <small>3,348</small>	3108 <small>2,946</small>
	Maintenance Flights	183	221	108
	Station Hops	0	0	0
	Proficiency Flights	485	82	284
	NATOPS	3,652	4,730	4,061
	Transient	<small>OPM</small> 0 18	<small>OPM</small> 807 52	<small>OPM</small> 754 36

*OPM only
CNET N443
27 APR 94*

TOTAL OPERATIONS	85,971	89,374	72,392
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Facilities

a. Airfield BARIN (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	60	48	48
	Maintenance ¹¹	96	684	204
	Other Events ¹²	0	24	48

List below the "other events" included in the table above:
 1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NCO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY
237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NCO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.7	10.1	9.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	.5	0
Other		0	0	0
Total		16.7	10.6	9.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

¹¹Total hours dedicated to facilities maintenance.

¹²Do not include hours lost due to weather restrictions.

Facilities

a. Airfield BARIN (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

Facilities

a. Airfield BARIN (cont.)

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NOLF BARIN

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	92.9 7	N/A
Strike	Intermediate	N/A	N/A
	Advanced	N/A	N/A
E2/C2	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Maritime	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Rotary	Intermediate	N/A	N/A
	Advanced	N/A	N/A
NFO	Primary	7.03	N/A
	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Total		100	N/A

*ADMandy
CNET N443
27 APR 94*

***VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 391 SORTIES, 5092 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.**

R

Facilities

a. Airfield BARIN (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	78
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

- 1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations³.

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

³Answer for each independent runway complex.

Facilities

a. Airfield BARIN (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

~~101 OPERATIONS PER HOUR. USING FIGURE A5-6 OF FAA MANUAL, CAPACITY IS 120. AFTER DEDUCTING 13% FOR WEATHER AND 3% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 101 PER HOUR.~~

~~72 OPS/HOUR. SEE PAGE 56a~~

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 78
IFR	0

*G.R. Manly
CNET N4437
27 APR 94*

*2
CNATRA N3*

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	100 100 50 50	100 100 50 50
IFR	0	0

*G.R. Manly
C.R. Manly
CNET N-443
27 APR 94*

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹³.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

¹³Answer for each independent runway complex.

Facilities

a. Airfield BARIN (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
09/27	4000	150	TT 160K				X	N/A
15/33	4000	150	UNK		X			N/A

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CNATRA N61

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

TT- TWIN TANDEN

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12,	V-21	T-3 FIREFLY

2
CNATRA
N3

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.

NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield BARIN (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133332	0	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	8000	150057	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

Facilities

a. Airfield BARIN (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (BREWTON)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**

NOLF BREWTON (BREWTON MUND)

Location:

BREWTON, AL 31 03'N 87 04'W

Type and Level of Training Supported:

LEASED BY THE NAVY FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: CIVILIAN (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 23.5 N OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		96277 FY 1991	96566 FY 1992	89698 FY 1993
Operational Events	Student Training	96263 ADM 89,071	96534 ADM 9,181	89487 ADM 86,961
	Instructor Training	6098 4,408	8718 6,196	6744 4,175
	Maintenance Flights	1,921	1,350	1,159
	Station Hops	0	0	0
	Proficiency Flights	129	42	11
	NATOPS	3,903	3,762	3,253
	Transient	ADM 24 ∅	ADM 32 ∅	ADM 211 ∅

ADM and
CNSL N483
27 APR 94

TOTAL OPERATIONS	108,328	110,438	100,865
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*NOTE: CIVILIAN TRAFFIC NOT INCLUDED IN FIGURES

R

Facilities

a. Airfield BREWTON (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	60	48	48
	Maintenance ¹	0	0	0
	Other Events ²	0	24	48

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

1992 - Hurricane Andrew

1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NCO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY
237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NCO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.8	14.2	10.6
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		2.7	2.3	4.0
Other		0	0	0
Total		27.5	16.5	14.6

R *uaw*

R *uaw*

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

¹Total hours dedicated to facilities maintenance.

²Do not include hours lost due to weather restrictions.

Facilities

a. Airfield BREWTON (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	60	48	48
	Maintenance ¹⁴	0	0	0
	Other Events ¹⁵	0	24	48

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NCO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY
237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NCO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.8	14.2	14.2
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		2.7	2.3	4.0
Other		0	0	0
Total		27.5	16.5	18.2

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

¹⁴Total hours dedicated to facilities maintenance.

¹⁵Do not include hours lost due to weather restrictions.

Facilities

a. Airfield BREWTON (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NOLF BREWTON

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

R

Facilities

a. Airfield BREWTON (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	78
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

- MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁴.

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

⁴Answer for each independent runway complex.

Facilities

a. Airfield BREWTON (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

~~101 OPERATIONS PER HOUR. USING FIGURE A5/6 OF FAA MANUAL, CAPACITY IS 120. AFTER DEDUCTING 13% FOR WEATHER AND 3% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 101 PER HOUR.~~

~~72 OPS/HOUR. SEE PAGE 56a~~

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 78
IFR	0

G.E. Manley
CNET N443
27 APR 94

11. Give the percent of departures and arrivals at this airfield

	Percent Departures		Percent Arrivals	
VFR	50	100 100	50	100 100
IFR	0		0	

~~2~~
~~CNATTIA N3~~
G.E. MANLEY
CNET N443
27 APR 94

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹⁶.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

¹⁶Answer for each independent runway complex.

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)

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

Weather	mix index	% of yr	hrly cap	% max cap	Weighting Factor (w)
vfr	0	83	131	100%	1
below vfr	0	17	0	0%	4
	0	0	0	0%	0
	0	0	0	0%	0
	0	0	0	0%	0

Ops per hour: 72
 Service volume: 206,556
 Air station: NAS WHITING FIXED WING OLF'S
 Remarks: chart 3-3 vfr, 3-43 ifr.
 Date run: 9 February 1994

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

hrly cap base	t & go factor	exit factor	hourly cap	chart
104	1.8	0.7	131	3-3
0	0	0	0	3-43
0	0	0	0	0
0	0	0	0	0

Notes:

56(A)

2
CNATRA N3

Facilities

a. Airfield BREWTON (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
06/24	5,135	150	DUAL 35.6K		X			N/A
12/30	4,066	150	DUAL 43.8K		X			
18/36	4,100	150	DUAL 128.6 44K				X	N/A

JK
CNATRA N61
GDM
CNET N443
27 APR 94

NOTE - RWY 18/36 NOT USED BY NAVAL AIRCRAFT

NOTE - NOT USED BY NAVY AT NIGHT

- F -- Full Lighting (approach, runway edge, center, and threshold)
- P -- Partial Lighting (less than full)
- C -- Carrier Deck Lighting Simulated (embedded)
- N -- No lighting

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12,	V21	T-3 FIRELY
06/24		V21	

2
CNATRA N3

2
CNATRA
N3

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.
NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield BREWTON (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	153416	0	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

*CIVIL AIRPORT

Facilities

a. Airfield BREWTON (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (EVERGREEN)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**

NOLF EVERGREEN (MIDDLETON AIRPORT)

Location:

EVERGREEN, AL 31 25'N 87 03'W

Type and Level of Training Supported:

LEASED BY THE NAVY FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: CIVILIAN (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 49 N OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		100290	102077	
		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	100395 ¹⁰⁰²⁹⁰ 97,957 _{97,957}	102677 ¹⁰²⁰⁷⁷ 99,100 _{99,100}	101668 _{99,065} ¹⁰⁰²⁹⁰
	Instructor Training	4529 4,203	4746 3,530	4888 4,284
	Maintenance Flights	597	381	372
	Station Hops	0	0	0
	Proficiency Flights	174	574	26
	NATOPS	1996	2,260	1,912
	Transient	12	0	8

*GR Mandy
CNET N443
27 APR 94*

TOTAL OPERATIONS	107,598	110,038	108,874
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***NOTE: CIVILIAN TRAFFIC NOT INCLUDED IN FIGURES**

Facilities

a. Airfield EVERGREEN (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	57.5	46	46
	Maintenance ¹⁷	0	0	0
	Other Events ¹⁸	0	23	46

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight **flying hours** per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NCO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY
237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NCO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	25.0	27.2	25.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		1.4	1.5	1.3
Other		0	0	0
Total		26.4	28.7	27.1

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

¹⁷Total hours dedicated to facilities maintenance.

¹⁸Do not include hours lost due to weather restrictions.

Facilities

a. Airfield EVERGREEN (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NOLF EVERGREEN

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

R

Facilities

a. Airfield EVERGREEN (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	81
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

- MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁵.

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

⁵Answer for each independent runway complex.

Facilities

a. Airfield EVERGREEN (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.. **72 OPS / HOUR. SEE PAGE 56a**

2
CNATRA N3

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 81
IFR	0

G.E. Manley
CNBT N443
27 APR 94

2
CNATRA N3

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50 100 50 100	50 100 50 100
IFR	0	0

G.E. Manley
CNBT N443
27 APR 94

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹⁹.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

14. 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).

NO CONSTRAINTS

¹⁹Answer for each independent runway complex.

Facilities

a. Airfield EVERGREEN (cont.)

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
09/27	4000	150	UNK ^①				X	N/A
18/36	4000	150	UNK ^②		X			N/A

JK
GNATRA N61

***NOTE: NOT USED BY NAVY AT NIGHT**

- F -- Full Lighting (approach, runway edge, center, and threshold)
- P -- Partial Lighting (less than full)
- C -- Carrier Deck Lighting Simulated (embedded)
- N -- No lighting

① S30, D50 *acomandy*
② S30, D50 *GNAT N443*
27 APR 94

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

2
GNATRA N3

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12,	V21	T-3 FIREFLY

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.
NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield EVERGREEN (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133,332	0	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

*CIVIL AIRPORT

Facilities

a. Airfield EVERGREEN (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (HOLLEY)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. Airfield Name:

NOLF HOLLEY

Location:

HOLLEY-NAVARRE, FL 30 26'N 86 54'W

Type and Level of Training Supported:

PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 21 SSE OF NASWF

2. Complete the table below to describe the airfield's annual operations.

58290

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	58114 62M-55,355	54372 62M-51,555	44042 47,977 62M
	Instructor Training	2502 1,550-62M	2642 2,082 62M	3605 2,605-62M
	Maintenance Flights	755	652	736
	Station Hops	0	0	0
	Proficiency Flights	128	96	12
	NATOPS	2,636	2,561	2,628
	Transient	62M-132 6	2	0

ADM and
CNET N443
27 APR 94

TOTAL OPERATIONS	64,317	60,325	56,023
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R

Facilities

a. Airfield HOLLEY (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	45	36	36
	Maintenance ³	36	0	0
	Other Events ⁴	0	18	36

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY

237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	29.0	40.0	39.6
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		29.0	40.0	39.6

R *man*

A *man*

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

³Total hours dedicated to facilities maintenance.

⁴Do not include hours lost due to weather restrictions.

Facilities

a. Airfield HOLLEY (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	45	36	36
	Maintenance ²⁰	36	0	0
	Other Events ²¹	0	18	36

List below the "other events" included in the table above:
 1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY
237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	29.0	40.0	30.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		29.0	40.0	30.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

²⁰Total hours dedicated to facilities maintenance.

²¹Do not include hours lost due to weather restrictions.

Facilities

a. Airfield HOLLEY (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

Facilities

a. Airfield HOLLEY (cont.)

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NOLF HOLLEY

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	99.23 99.33	N/A
Strike	Intermediate	N/A	N/A
	Advanced	N/A	N/A
E2/C2	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Maritime	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Rotary	Intermediate	N/A	N/A
	Advanced	N/A	N/A
NFO	Primary	.67	N/A
	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Total		100	N/A

*AD Mandy
CWSGT 11443
27 APR 94*

***VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 24 SORTIES, 376 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.**

Facilities

a. Airfield HOLLEY (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPERATIONS PER HOUR. SEE PAGE 56A. R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	81
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

- 1. **MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁶.

72 OPERATIONS PER HOUR. SEE PAGE 56A. R

⁶Answer for each independent runway complex.

Facilities

a. Airfield HOLLEY (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPS/HOUR. SEE PAGE 56 a

2
CNATRA N3

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 81
IFR	0

GPMandy
CNBT N443
27 APR 94

11. Give the percent of departures and arrivals at this airfield

	Percent Departures		Percent Arrivals	
VFR	50	100 50 100	50	100 50 100
IFR	0		0	

2
CNATRA N3
GPMandy
CNBT N443
27 APR 94

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations²².

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

14. 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).

NO CONSTRAINTS

²²Answer for each independent runway complex.

Facilities

a. Airfield HOLLEY (cont.)

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
09/27	3600	150	SNGL 51 K				X	N/A
17/34 35	3600	150	SNGL 27 K				X	N/A

the
CNATRA N61

- F -- Full Lighting (approach, runway edge, center, and threshold)
- P -- Partial Lighting (less than full)
- C -- Carrier Deck Lighting Simulated (embedded)
- N -- No lighting

SNGL - SINGLE WHEEL

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12,	V21	T-3 FIREFLY

a
CNATRA N2

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.
 NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield HOLLEY (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	120,000	0	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

Facilities

a. Airfield HOLLEY (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (SAUFLEY)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**
NOLF SAUFLEY

Location:
PENSACOLA, FL 30 28'N 87 20'W

Type and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 26 SSW OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		66847 FY 1991	FY 1992	58192 FY 1993
Operational Events	Student Training	66859 66,920	71681 68,935 CM	58177 57,840
	Instructor Training	706 702 CM	734 704 CM	402 346 CM
	Maintenance Flights	118	84	36
	Station Hops	0	0	0
	Proficiency Flights	33	244	828
	NATOPS	110	132	164
	Transient	CM-87 79	0	CM-21 6

CEMandy
ONET N4431
27 APR 94

TOTAL OPERATIONS	67,893	72,875	59,628
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Facilities

a. Airfield SAUFLEY (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	60	48	48
	Maintenance ²³	180	0	0
	Other Events ²⁴	0	24	48

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY
237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	14.6	13.4	10.0
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		14.6	13.4	10.0

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

²³Total hours dedicated to facilities maintenance.

²⁴Do not include hours lost due to weather restrictions.

Facilities

a. Airfield SAUFLEY (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

Facilities

a. Airfield SAUFLEY (cont.)

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NOLF SAUFLEY

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	99.6	N/A
Strike	Intermediate	N/A	N/A
	Advanced	N/A	N/A
E2/C2	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Maritime	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Rotary	Intermediate	N/A	N/A
	Advanced	N/A	N/A
NFO	Primary	.4	N/A
	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Total		100	N/A

***VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 38 SORTIES, 236 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.**

Facilities

a. Airfield SAUFLEY (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	90
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

- MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁷.

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

⁷Answer for each independent runway complex.

Facilities

a. Airfield SAUFLEY (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPS/HOUR. SEE PAGE 56a

~~CHATRA N3~~

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100% 90
IFR	0

C.R. Manly
CNBT N4431
27 APR 94

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50 50 100% 50	50 100% 50
IFR	0	0

~~CHATRA N3~~
C.R. Manly
CNBT N4431
27 APR 94

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations²⁵.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

14. 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).

NO CONSTRAINTS

²⁵Answer for each independent runway complex.

Facilities

a. Airfield SAUFLEY (cont.)

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
05/23	4000	150	UNK ①		X			N/A
14/32	4000	150	UNK ②				X	N/A

CPATRA N61

- F -- Full Lighting (approach, runway edge, center, and threshold)
- P -- Partial Lighting (less than full)
- C -- Carrier Deck Lighting Simulated (embedded)
- N -- No lighting

- ① 563, T82, TT123
- ② 555, T71, TT107

*GP Manley
CNET N443
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16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12,	V21	T-3 FIREFLY

CPATRA N3

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.
NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield SAUFLEY (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	133334	594065	224619	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	177994	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

Facilities

a. Airfield SAUFLEY (cont.)

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

a. FACILITY TYPE/CODE:
RUNWAY FIXED WING

b. WHAT MAKES IT INADEQUATE?
TOTAL OBSOLESCENCE AND PHYSICAL CONDITION OF OLD RUNWAY SURFACE. GEManley CNET N-443 28 APR 94

c. WHAT USE IS BEING MADE OF THE FACILITY?
ABANDONED

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? DATA NOT MAINTAINED BECAUSE UPGRADE NOT REQUIRED. IF OLD RUNWAY SURFACE OUTSIDE PRIMARY ZONES IS TO BE UPGRADED FOR PARKING OR TAXI, RESURFACING/ SEALING WOULD BE REQUIRED. GEManley CNET N443 28 APR 94

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
NONE, USED FOR DRIVER TRAINING

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
NONE. THE INADEQUATE QUANTITIES REPRESENT PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 100' WIDTH OF THE ORIGINAL 300' WIDE RUNWAYS. *

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?
NO

* FOR CLARIFICATION: EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE - REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS, TOTALING 87,222 SY. GEManley CNET N443 28 APR 94

Facilities

a. Airfield SILVERHILL

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**
NOLF SILVERHILL

Location:
ROBERTSDALE, AL 30 43'N 87 49'W

Type and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 47 WSW OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		52,215	58,181	53,130
		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	66,325 Crew 56,920	70,282 Crew 68,935	57,709 Crew 57,840
	Instructor Training	1230 3181 Crew 702	2133 5139 Crew 704	676 2616 Crew 346
	Maintenance Flights	Crew 118 376	Crew 84 164	Crew 36 133
	Station Hops	0	0	0
	Proficiency Flights	Crew 33 140	Crew 244 221	Crew 828 114
	NATOPS	Crew 110 1438	Crew 132 3996	Crew 164 4316
	Transient	Crew 87 6	Crew 0 9	Crew 21 0

GEMandy
CNET 154431
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TOTAL OPERATIONS	Crew 67,893	Crew 72,875	Crew 59,628
	57,356	67,710	60,309

Facilities

a. Airfield SILVERHILL (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	45	36	36
	Maintenance ²⁶	63	0	54
	Other Events ²⁷	990	18	36

***NOTE: RUNWAY CLOSED IN 1992 FOR SEALING.**

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY. 237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	13.9	9.5	9.4
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		13.9	9.5	9.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

²⁶Total hours dedicated to facilities maintenance.

²⁷Do not include hours lost due to weather restrictions.

Facilities

a. Airfield SILVERHILL (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

Facilities

a. Airfield SILVERHILL (cont.)

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NOLF SILVERHILL

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	67.35	N/A
Strike	Intermediate	N/A	N/A
	Advanced	N/A	N/A
E2/C2	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Maritime	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Rotary	Intermediate	N/A	N/A
	Advanced	N/A	N/A
NFO	Primary	32.65	N/A
	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Total		100	N/A

***VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 2011 SORTIES, 19,689 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.**

R

Facilities

a. Airfield SILVERHILL (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NCO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	79
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

- MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁸.

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

⁸Answer for each independent runway complex.

Facilities

a. Airfield SILVERHILL (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

~~101 OPERATIONS PER HOUR. USING FIGURE A5-6 OF FAA MANUAL, CAPACITY IS 120. AFTER DEDUCTING 13% FOR WEATHER AND 3% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 101 PER HOUR. ~~~
 72 OPS/HOUR. SEE PAGE 56a CNATRA N3

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 79
IFR	0

GEManley
 CNET N443
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11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50 100 50 100	50 100 50 100
IFR	0	0

~~CNATRA N3~~
 GEManley
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12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations²⁸.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

²⁸Answer for each independent runway complex.

Facilities

a. Airfield SILVERHILL (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
05/23	2,915	150	SNGL 23K				X	N/A
09/27	3,000	150	TT 111K				X	N/A
16/34	2,915	150	SNGL 36K				X	N/A

Handwritten: 2
CNATRA #61

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

TT - TWIN TANDEM

SNGL - SINGLE WHEEL

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Handwritten: 2
CNATRA #3

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12,	V21	T-3 FIREFLY

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.

NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield SILVERHILL (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	147,167	0	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

RUNWAYS UNDERGOING RECONSTRUCTION TO ADEQUATE

Facilities

a. Airfield SILVERHILL (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (SUMMERDALE)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. Airfield Name:
NOLF SUMMERDALE

Location:
SUMMERDALE, AL 30 31'N 87 39'W

Type and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 41 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		64940 FY 1991	57450 FY 1992	60397 FY 1993
Operational Events	Student Training	64792 64,680	57433 55,220	60361 56,455
	Instructor Training	2523 -2,057	3136 -2,626	1918 -1,752
	Maintenance Flights	259	220	114
	Station Hops	0	0	0
	Proficiency Flights	215	116	126
	NATOPS	2,511	3,239	2,227
	Transient	148 ϕ	108 ϕ	153 16

G.R. Manley
ONBT N443
27 APR 94

TOTAL OPERATIONS	70,448	64,161	64,798
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Facilities

a. Airfield SUMMERDALE (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	57.5	46	46
	Maintenance ²⁹	195.5	402.5	23
	Other Events ³⁰	0	23	46

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight **flying hours** per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY

237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	9.1	11.3	8.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		9.1	11.3	8.8

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

²⁹Total hours dedicated to facilities maintenance.

³⁰Do not include hours lost due to weather restrictions.

Facilities

a. Airfield SUMMERDALE (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

Facilities

a. Airfield SUMMERDALE (cont.)

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NOLF SUMMERDALE

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	96.4 95.4	N/A
Strike	Intermediate	N/A	N/A
	Advanced	N/A	N/A
E2/C2	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Maritime	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Rotary	Intermediate	N/A	N/A
	Advanced	N/A	N/A
NFO	Primary	4.6	N/A
	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Total		100	N/A

GP Manly
CSFT 1443
27 APR 94

***VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 266 SORTIES, 2976 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.**

R

Facilities

a. Airfield SUMMERDALE (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	70
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

- MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁹.

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

⁹Answer for each independent runway complex.

Facilities

a. Airfield SUMMERDALE (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

~~101 OPERATIONS PER HOUR. USING FIGURE A5-6 OF FAA MANUAL, CAPACITY IS 120. AFTER DEDUCTING 13% FOR WEATHER AND 3% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 101 PER HOUR.~~
~~72 OPS / HOUR. SEE PAGE 56a~~ ~~CNATRA N3~~

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 70
IFR	0

*CEMandy
CNET N443
27 APR 94*

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	100 100 50 50	100 100 50 50
IFR	0	0

*2
CNATRA N3
CEMandy
CNET N443
27 APR 94*

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

- 1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations³¹.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

³¹Answer for each independent runway complex.

Facilities

a. Airfield SUMMERDALE (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
04/22	2,850	150	Tt 115 K				X	N/A
10/28	2,850	150	Tt 127 K				X	N/A
16/34	2,850	150	Tt 135 K				X	N/A

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CNAFRA N61

- F -- Full Lighting (approach, runway edge, center, and threshold)
- P -- Partial Lighting (less than full)
- C -- Carrier Deck Lighting Simulated (embedded)
- N -- No lighting

Tt - TWIN TANDEN

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12,	V21	T-3 FIREFLY

2
CNAFRA
N3

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.
 NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield SUMMMERDALE (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	142500	0	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

Facilities

a. Airfield SUMMERDALE (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (WOLF)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. Airfield Name:
NOLF WOLF

Location:
FOLEY, AL 30 21'N 87 33'W

Type and Level of Training Supported:
PRIMARY AND INTERMEDIATE FIXED WING TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 41 SSW OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	6506 -5,751 GM	20786 GM-19,099	6388 GM-5,636
	Instructor Training	96	832 -666 GM	94 90 GM
	Maintenance Flights	8	36	0
	Station Hops	0	0	0
	Proficiency Flights	0	268	8
	NATOPS	307	968	140
	Transient	0	GM-128 8	GM-112 0

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CNET N44
27 APR 94

TOTAL OPERATIONS	6,917	22,988	GM-6,942
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6,492

Facilities

a. Airfield WOLF (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	50	40	40
	Maintenance ³²	2010	1420	2100
	Other Events ³³	0	20	40

NOTE 1: OVERFLOW NOLF. ALLOWS MAINTENANCE OF OTHER NOLFS

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY. 237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.1	7.1	4.9
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		16.1	7.1	4.9

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

³²Total hours dedicated to facilities maintenance.

³³Do not include hours lost due to weather restrictions.

Facilities

a. Airfield WOLF (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

Facilities

a. Airfield WOLF (cont.)

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NOLF WOLF

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	71.3	N/A
Strike	Intermediate	N/A	N/A
	Advanced	N/A	N/A
E2/C2	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Maritime	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Rotary	Intermediate	N/A	N/A
	Advanced	N/A	N/A
NFO	Primary	28.7	N/A
	Intermediate	N/A	N/A
	Advanced	N/A	N/A
Total		100	N/A

***VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 162 SORTIES, 1,994 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.**

R

Facilities

a. Airfield WOLF (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	77
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

1. **MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹⁰.

72 OPERATIONS PER HOUR. SEE PAGE 56A.

R

¹⁰Answer for each independent runway complex.

Facilities

2. Airfield WOLF (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

~~101 OPERATIONS PER HOUR. USING FIGURE 15-6 OF FAA MANUAL, CAPACITY IS 120. AFTER DEDUCTING 13% FOR WEATHER AND 3% FOR OTHER ACTIVITIES, AIRFIELD HOURLY CAPACITY IS 101 PER HOUR.~~

~~72 OPS/HOUR. SEE PAGE 56a~~

~~2
CNATRA 27~~

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 77
IFR	0

~~CEM Manly
CNET N443
27 APR 94~~

11. Give the percent of departures and arrivals at this airfield

	Percent Departures		Percent Arrivals	
VFR	50	100 50	50	100 50
IFR		0		0

~~2
CNATRA 27
CEM Manly
CNET N443
27 APR 94~~

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations³⁴.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

³⁴Answer for each independent runway complex.

Facilities

a. Airfield WOLF (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
09/27	3,000	150	TT 119K				X	N/A
04/22	3,000	150	TT 119K 78K				X	N/A
18/36	3,000	150	TT 160K				X	N/A

JCC
CHATRA N61

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

TT - TWIN TANDEM

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	T-34, T-44, H-57, C-12,	V21	T-3 FIRELY

CHATRA N3

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.

NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield WOLF (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	150000	0	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

Facilities

a. Airfield WOLF (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (SPENCER)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**
NOLF SPENCER

Location:
PACE, FL. 30 37'N 87 08' W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 9.5 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		350877		
		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	350000 353,250	347,209 335,952	344,288 332,991
	Instructor Training	19,144 17,174	22,452 20,557	27,031 23,797
	Maintenance Flights	364	297	432
	Station Hops	0	0	0
	Proficiency Flights	913	613	353
	NATOPS	5,056	2,700	2,828
	Transient	0 877	0	0

*CEMandy
CNET N4431
27 APR 94*

TOTAL OPERATIONS	376,354	373,271	374,932
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Facilities

a. Airfield SPENCER (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	58.75	47	47
	Maintenance ³⁵	0	0	0
	Other Events ³⁶	0	23.5	47

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY. 237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	12.2	8.5	8.9
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		12.2	8.5	8.9

NOTES - 46 YEAR AVERAGE FOR BELOW VFR = 13%

³⁵Total hours dedicated to facilities maintenance.

³⁶Do not include hours lost due to weather restrictions.

Facilities

a. Airfield SPENCER (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: LEFT AND RIGHT PATTERNS: COURSES OF 09, 18, 27, 36

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

R

Facilities

a. Airfield SPENCER (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

200 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	85
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

- MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.**

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹¹.

200 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

R

¹¹Answer for each independent runway complex.

Facilities

a. Airfield SPENCER (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

200 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 85
IFR	0

*CEMandy
CNBT N443
27 APR 94*

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50 to 100 100 50	50 to 100 100 50
IFR	0	0

*2
CNBT N443
CEMandy
CNBT N443
27 APR 94*

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations³⁷.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

³⁷Answer for each independent runway complex.

Facilities

a. Airfield SPENCER (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
09L/27R	1800	150	UNK				X	N/A
09R/27L	1800	150	UNK				X	N/A
18R/36L	1800	150	UNK				X	N/A
18L/36R	1800	150	UNK				X	N/A
13R/31L	1800	150	UNK				X	N/A
13L/31R	1800	150	UNK				X	N/A
22R/04L	1800	150	UNK				X	N/A
22L/04R	1800	150	UNK				X	N/A

JK
CNATRA
N61

F -- Full Lighting (approach, runway edge, center, and threshold)
 P -- Partial Lighting (less than full)
 C -- Carrier Deck Lighting Simulated (embedded)
 N -- No lighting

NOTE: RUNWAYS NOT USED AS RUNWAYS BUT AS LANDING AREAS.

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
AIR FIELD	H-57	NOTE 1&2	NOTE 1&2

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.
 NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

R

Facilities

a. Airfield SPENCER (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	0	0	0	NOTE 2 AND 3
111-15	Runways Rotor Wing	SY	0	243,210	0	N/A
111-20	Landing Pads	SY	4,444	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	GM	NOTE 1	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

R
R

NOTE 1: CONTRACTOR OWNED REFUELING TRUCK AT 40-50 GPM

NOTE 2: RUNWAYS ARE USED AS LANDING PADS

NOTE 3: PRIMARILY A GRASS FIELD (640 ACRES)

Facilities

a. Airfield SPENCER (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	0	0	0	NOTE 2 AND 3
111-15	Runways Rotor Wing	SY	0	247654	0	N/A
111-20	Landing Pads	SY	4444	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	GM	NOTE 1	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

NOTE 1: CONTRACTOR OWNED REFUELING TRUCK AT 40-50 GPM

NOTE 2: RUNWAYS ARE USED AS LANDING PADS

NOTE 3: PRIMARILY A GRASS FIELD (640 ACRES)

Facilities

a. Airfield SPENCER (cont.)

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

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

Facilities

a. Airfield (SITE 8)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**
NOLF SITE 8

Location:
PENSACOLA, FL. 30 32'N 87 22'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 25.5 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	98,440 37,064 GM	92,293 89,640 GM	100,534 97,263 GM
	Instructor Training	6,274 5,978 GM	11,660 11,383 GM	12,065 11,431 GM
	Maintenance Flights	321	146	283
	Station Hops	0	0	0
	Proficiency Flights	308	516	412
	NATOPS	0	76	26
	Transient	0	0	0

*CR Manning
CNET N443
27 APR 94*

TOTAL OPERATIONS	105,343	104,691	113,320
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Facilities

a. Airfield SITE 8 (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	42.5	34.0	34.0
	Maintenance ³⁸	0	0	0
	Other Events ³⁹	0	17.0	34.0

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY. 237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	9.2	4.5	3.6
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		9.2	4.5	3.6

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

³⁸Total hours dedicated to facilities maintenance.

³⁹Do not include hours lost due to weather restrictions.

Facilities

a. Airfield SITE 8 (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: LEFT AND RIGHT PATTERNS: COURSES OF 09, 18, 27, 36

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

R

Facilities

a. Airfield SITE 8 (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

160 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	90
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹².

160 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS. R

¹²Answer for each independent runway complex.

Facilities

a. Airfield SITE 8 (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

160 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLES, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 ⁹⁰
IFR	0

*CE Manley
CNBT N443
27 APR 94*

11. Give the percent of departures and arrivals at this airfield

	Percent Departures		Percent Arrivals	
VFR	50	100 ⁵⁰	50	100 ⁵⁰
IFR	0		0	

*2
CNATRA N3
CE Manley
CNBT N443
27 APR 94*

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁴⁰.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

⁴⁰Answer for each independent runway complex.

Facilities

a. Airfield SITE 8 (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
N/A *								

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

* NO RUNWAYS AT SITE 8. SITE 8 IS
A GRASS FIELD. *ADMander*
CNET N443 27 APR 94

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
AIR FIELD	H-57	NOTE 1&2	NOTE 1&2

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.

NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield SITE 8 (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	0	0	0	NOTE 2
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	GM	NOTE 1	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	20000	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

***NOTE 1: CONTRACTOR OWNED REFUELING TRUCK AT 40-50 GPM**

***NOTE 2: GRASS FIELD, 640 ACRES**

Facilities

a. Airfield SITE 8 (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (SANTA ROSA)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**
NOLF SANTA ROSA

Location:
MILTON, FL. 30 36'N 86 56'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 8.5 SSE OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	205,972 194,794 GM	214,134 147,706 GM	233,749 221,863 GM
	Instructor Training	1346 11,024 GM	2746 22,073 GM	25834 22,713 GM
	Maintenance Flights	183	322	404
	Station Hops	0	0	0
	Proficiency Flights	485	476	386
	NATOPS	6,186	4,003	3,186
	Transient	0	2	0

C. Mandy
 CNET N443
 27 APR 94

TOTAL OPERATIONS	226,286	246,398	263,559
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Facilities

a. Airfield SANTA ROSA (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	75	60	60
	Maintenance ⁴¹	0	0	0
	Other Events ⁴²	0	30	60

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY. 237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	21.4	14.6	12.1
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		21.4	14.6	12.1

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

⁴¹Total hours dedicated to facilities maintenance.

⁴²Do not include hours lost due to weather restrictions.

Facilities

a. Airfield SANTA ROSA (cont.)

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

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: LEFT AND RIGHT PATTERNS: COURSES: 09, 18, 27, 36

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

R

Facilities

a. Airfield SANTA ROSA (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

200 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	95
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	2

R

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹³.

200 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS. R

¹³Answer for each independent runway complex.

Facilities

a. Airfield SANTA ROSA (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

200 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 95
IFR	0

GR Manley
CNET N443
27 APR 94

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50 100 50 100 CW	50 98 50 100 CW
IFR	0	2

3
CNET N443
GR Manley
CNET N443
27 APR 94

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁴³.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

⁴³Answer for each independent runway complex.

Facilities

a. Airfield SANTA ROSA (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
05/23	4,500	150	HELO ONLY				X	N/A
09/27	4,500	150	HELO ONLY		X*			N/A
14/32	4,500	150	HELO ONLY				X	N/A
18/36	4,500	150	HELO ONLY		X*			N/A

***NOTE: PORTION OF RUNWAY HAS LANDING ZONE LIGHTS FOR ROTARY WING OPERATIONS**

see CNATRA 061

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
AIR FIELDS	H-57	NOTE 1&2	NOTE 1&2

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.

NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield SANTA ROSA (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	150,000	150,000	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	5833	0	0	N/A
113-20	Parking Aprons	SY	3307	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

***NOTE 1: RUNWAYS ARE USED AS LANDING PADS**

NOTE 2: FIELD IS 640 ACRES

Facilities

a. Airfield SANTA ROSA (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield PACE

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**
NOLF PACE

Location:
WALLACE, FL. 30 42'N 87 12'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 11 W OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	200,896 204,332 <i>GM</i>	195,350 193,210 <i>GM</i>	191,934 191,141 <i>GM</i>
	Instructor Training	4161 3,885 <i>GM</i>	3318 2,996 <i>GM</i>	3813 3,626 <i>GM</i>
	Maintenance Flights	174	144	175
	Station Hops	0	0	0
	Proficiency Flights	197	82	1,156
	NATOPS	0	61	0
	Transient	0	0	0

C. R. Mandy
ONET N443
27 APR 94

TOTAL OPERATIONS	205,428	198,955	197,078
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Facilities

a. Airfield PACE (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	48.7	39.0	39.0
	Maintenance ⁴⁴	0	0	0
	Other Events ⁴⁵	0	19.5	39.0

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

1992 - Hurricane Andrew 1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY
237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	17.9	14.5	15.3
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		17.9	14.5	15.3

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

⁴⁴Total hours dedicated to facilities maintenance.

⁴⁵Do not include hours lost due to weather restrictions.

Facilities

a. Airfield PACE (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: LEFT AND RIGHT PATTERNS: COURSES: 09, 18, 27, 36

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

R

Facilities

a. Airfield PACE (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

150 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	95
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹⁴.

150 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS. R

¹⁴Answer for each independent runway complex.

Facilities

a. Airfield PACE (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

150 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 ⁹⁵
IFR	0

*G.P. Manley
CNET N443
27 APR 94*

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50 100 ⁵⁰ 100	50 100 ⁵⁰ 100
IFR	0	0

*2
ENATTA 03
G.P. Manley
CNET N443
27 APR 94*

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁴⁶.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

⁴⁶Answer for each independent runway complex.

Facilities

a. Airfield PACE (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
N/A *								

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

* NO RUNWAYS AT PACE. PACE IS A GRASS FIELD. *ARM Command*
CNET 0443
27 APR 94

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
AIR FIELD	H-57	NOTE 1&2	NOTE 1&2

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.

NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield PACE (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	0	0	0	N/A
111-15	Runways Rotor Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

GRASS FIELD, 207 ACRES

Facilities

a. Airfield PACE (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

a. Airfield (HAROLD)

Provide the following information for the home field and each NOLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:**
NOLF HAROLD

Location:
HAROLD, FL 30 41'N 86 53'W

Type and Level of Training Supported:
ADVANCED HELICOPTER TRAINING

Ownership: NAVY (Air Force/Army/Navy/Civilian)

For NOLF: Distance from home field 8.5 E OF NASWF

2. Complete the table below to describe the airfield's annual operations.

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	118,328 107,605 GM	116,684 103,970 GM	121,835 113,364 GM
	Instructor Training	5,249 5,008 GM	8,273 7,960 GM	7,183 6,852 GM
	Maintenance Flights	85	67	330
	Station Hops	0	0	0
	Proficiency Flights	132	162	590
	NATOPS	459	699	81
	Transient	2	0	0

W. M. Mauldin
CNET N443
27 APR 94

TOTAL OPERATIONS	124,255	125,890	130,019
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Facilities

capacity

a. Airfield HAROLD (cont.)

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	45.0	36.0	36.0
	Maintenance ⁴⁷	0	0	0
	Other Events ⁴⁸	0	18.0	36.0

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

1992 - Hurricane Andrew

1993 - 50th Anniversary

4. Under normal operations, give the average number of daylight flying hours per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

12.15 AVERAGE DAYLIGHT HOURS PER DAY. 237 FLYING DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	27.2	18.1	3.4
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		27.2	18.1	3.4

NOTE 1: - 46 YEAR AVERAGE FOR BELOW VFR = 13%

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

⁴⁷Total hours dedicated to facilities maintenance.

⁴⁸Do not include hours lost due to weather restrictions.

Facilities

a. Airfield HAROLD (cont.)

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	1.34	1.34	1.34
VFR	10.81	10.81	10.81

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

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: LEFT AND RIGHT PATTERNS: COURSES OF 09, 18, 27, 36

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

R

Facilities

a. Airfield HAROLD (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

120 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	95
IFR	0

R

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	0	0

R

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations¹⁵.

120 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS

R

¹⁵Answer for each independent runway complex.

Facilities

a. Airfield HAROLD (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived..

120 OPERATIONS PER HOUR. DUE TO THE MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	100 90
IFR	0

*ADM Manly
CNET N4431
27 APR 94*

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	100 100 50 ^{AM}	100 100 50 ^{AM}
IFR	0	0

~~2~~
~~CHARTER #3~~
*ADM Manly
CNET N4431
27 APR 94*

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

1. MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations⁴⁹.

NONE. LIMITING FACTOR IS NUMBER OF AIRCRAFT AVAILABLE.

⁴⁹Answer for each independent runway complex.

Facilities

a. Airfield HAROLD (cont.)

14. 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).

NO CONSTRAINTS

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arresting gear (Type)
				F	P	C	N	
N/A *								

F -- Full Lighting (approach, runway edge, center, and threshold)

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No lighting

* THERE ARE NO RUNWAYS AT HAROLD. *AtManding*
CNET N443
27 APR 94

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

2
CMATRA NS

Runway	Navy	Army	Air Force
AIR FIELD	H-57	NOTE ① + ②	NOTE ① + ②

NOTE #1: AIRFIELD CAN ACCOMMODATE ALL TYPES OF HELICOPTERS.

NOTE #2: DATA ON AIRCRAFT CHARACTERISTICS AND REQUIREMENTS NOT AVAILABLE AT THIS COMMAND FOR ADEQUATE DECISION MAKING.

Facilities

a. Airfield HAROLD (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	0	0	0	N/A
111-20	Landing Pads	SY	0	0	0	N/A
113-20	Parking Aprons	SY	0	0	0	N/A
113-40	Access Aprons	SY	0	0	0	N/A
121-10	Direct Fueling	OL / GM	0	0	0	N/A
121-20	Truck Fueling	OL / GM	0	0	0	N/A
121-30	Defueling	OL / GM	0	0	0	N/A
124-30	Fuel Storage	GA	0	0	0	N/A
136-36	Carrier Lighting	EA	0	0	0	N/A
149-30	Arresting Gear	EA	0	0	0	N/A
421-xx	Ammunition Storage	CF	0	0	0	N/A
425-xx	Open Ammunition Storage	SY	0	0	0	N/A

***GRASS FIELD, 573 ACRES**

Facilities

a. Airfield HAROLD (cont.)

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

a. FACILITY TYPE/CODE:

N/A

b. WHAT MAKES IT INADEQUATE?

c. WHAT USE IS BEING MADE OF THE FACILITY?

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Facilities

b. Airspace

1. Give the number of workable blocks of airspace and the average dimensions (n.mi. x n.mi. x ft) of these blocks for each type and level of pilot training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without interfering with another block and have an ingress/egress route that does not go through other airspace blocks.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General	Primary	T-34C	3	35NM X 45NM X 9000 FT
		JPATS ⁵⁰	UNKNOWN	
Strike	Intermediate	T-2C	N/A	
	Advanced	TA-4J	N/A	
	Intermediate/Advanced	T-45 ⁸	N/A	
E2/C2	Intermediate	T-44	N/A	
		T-2	N/A	
	Advanced	T-45 ⁸	N/A	
Maritime	Intermediate	T-34C	3	35NM X 45NM X 9000 FT
		JPATS ⁸	UNKNOWN	
	Advanced	T-44	N/A	
Rotary	Intermediate	T-34	3	35NM X 45NM X 9000 FT
		JPATS ⁸	UNKNOWN	
	Advanced	TH-57	2	35NM X 45NM X 9000 FT

Total	
-------	--

NOTE: T-34C PRIMARY AND INTERMEDIATE MARITIME/ROTARY SHARE SAME BLOCKS.

⁵⁰ If requirements are still being derived, give best estimate.

Facilities

b. Airspace (cont.)

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

NOTE: T-34C PRIMARY AND INTERMEDIATE MARITIME/ROTARY SHARE SAME BLOCKS.

3. Provide the number of workable blocks of airspace and the average dimensions (n.mi. x n.mi. x ft) of these blocks for each type and level of NCO training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without interfering with other blocks and have an ingress/egress route that does not go through other airspace blocks.

QUESTION NOT VALID FOR THIS COMMAND

Type of NFO Training	Level of NFO Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General	Primary	T-34/T-2	N/A	
		JPATS ⁹	N/A	
General	Intermediate	T-34/T-2/T-47	N/A	
		JPATS ⁵¹	N/A	
NAV	Advanced	T-43	N/A	
TN/BN	Advanced	T-2	N/A	
	Advanced	T-39	N/A	
RIO	Advanced	T-2	N/A	
	Advanced	T-39	N/A	
OJN	Advanced	T-2	N/A	
	Advanced	T-39	N/A	
ATDS	Advanced	E-2C	N/A	
Total			N/A	

⁵¹ If requirements are still being derived, give best estimate

Facilities

b. Airspace (cont.)

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

QUESTION NOT VALID FOR THIS COMMAND

Facilities

b. Airspace (cont.)

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

AIRSPACE NAME: **A292**

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

- **ALERT AREA**
- **PENSACOLA, FL LOCATED IN THE NORTHWEST OF FLORIDA AND SOUTHEAST PART OF ALABAMA**
- **APPROXIMATELY: 80NM X 70NM X SURF-3,000FT WITHIN FEDERAL AIRWAY OTHERWISE SURF-17,500FT**
- **SR-0700z MON-FRI/SR-SS SAT**
- **NONE**
- **DELEGATED TO COMTRAWING SIX, NAS PENSACOLA**
- **UNKNOWN**
- **COVERS WHITING FIELD**

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

YES, THE AREA IS CURRENTLY COVERED BY PENSACOLA APPROACH CONTROL AND RADAR SERVICE WILL BE ENHANCED WITH THE COMPLETION OF LINKING THE NAS WHITING FIELD ASR-8 TO PENSACOLA APPROACH

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

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

0 MILES/0 MINUTES

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

NO

Facilities

b. Airspace (cont.)

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

NO

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

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

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

The parking space capacity was derived by using the primary and rotary PTR as established in July 1992 with the following formula:

(T-34C = PTR of 862 / 176 spaces used x 309 spaces available)

(TH-57 = PTR of 544 / 128 spaces used x 228 spaces available)

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

Facilities

b. Airspace (cont.)

AIRSPACE NAME: PENSACOLA NORTH MOA

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

- **MILITARY OPERATING AREA / ATCAA**
- **PENSACOLA, FL. LOCATED IN THE NORTHWEST OF FLORIDA**
- **APPROXIMATELY 60NM X 30 NM X 10,000FT-FL180 FL230**
- **MON-SAT SR-SS**
- **FAA, ARTCC, JACKSONVILLE, FL.**
- **COMTRAWING FIVE**
- **UNKNOWN**
- **NORTH OF WHITING FIELD**

CHARTER 47

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

YES, PENSACOLA APPROACH CONTROL

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

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

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

NO

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

NO

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

REFER TO PARAGRAPH "G" OF A292 (PAGE 146 GEMantry)

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Facilities

R

b. Airspace (cont.)

AIRSPACE NAME: PENSACOLA SOUTH MOA

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

- MILITARY OPERATING AREA/ATCAA
- PENSACOLA FL. LOCATED IN THE NORTHWEST OF FLORIDA
- APPROXIMATELY 50NM X 25 NM X 10,000FT-~~FL180~~ -~~FL230~~
- MON-SAT SR-2400
- FAA, ARTCC, JACKSONVILLE, FL. 2 FL180
- COMDRAWING SIX CNATRA NS FL250-FL400
- UNKNOWN
- SOUTH OF WHITING FIELD 2
CNATRA NS
9-28-94

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

YES, PENSACOLA APPROACH CONTROL

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

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

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

NO

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

NO

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

REFER TO PARAGRAPH "G" OF A292

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: A211

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

- **ALERT AREA**
- **DOTHAN, AL. LOCATED IN THE SOUTHEAST PART OF ALABAMA**
- **APPROXIMATELY 78NM X 64NM X SURF-5,000FT**
- **MON-FRI 1200-0400z**
- **UNKNOWN**
- **COMDR, USA, FORT RUCKER, AL.**
- **UNKNOWN**
- **UNKNOWN**

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

30 MILES/15 MINUTES

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

NO

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

NO

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

REFER TO PARAGRAPH "G" OF A292

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Facilities

capacity

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2905A**

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

- **RESTRICTED AREA**
- **TYNDALL AFB, FL**
- **APPROXIMATELY 3 NM X 5NM X SURF-10000ft**
- **INTERMITTENT**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, TYNDALL APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

88 MILES, 44 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2905B**

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

- **RESTRICTED AREA**
- **TYNDALL AFB, FL**
- **APPROXIMATELY 4 NM X 6 NM X SURF-10000ft**
- **INTERMITTENT**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, TYNDALL APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

90 MILES, 45 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2908**

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

- **RESTRICTED AREA**
- **PENSACOLA, FL**
- **APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000**
- **DAILY, SR-SS**
- **FAA, PENSACOLA RATCF**
- **COMDR, TRNG AIR WG SIX, PENSACOLA, FL**
- **UNKNOWN**
- **UNKNOWN**

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

YES, PENSACOLA RATCF *Macor*

2
CNARA NS
218-94

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

NO

(d) What is the distance and time enroute?

45 MILES/23 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Revised
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Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2914A

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

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 20 NM X 20 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

40 MILES, 20 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

*Revised
Pg*

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2914B

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

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 10 NM X 8 NM X 8500 ft-UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

55 MILES, 33 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

*Revised
pg*

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2915A

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

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 15 NM X 17 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

10 MILES, 5 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

*Revised
Pg*

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2915B

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

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 5 NM X 12 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

20 MILES, 10 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

Revised
Pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915C**

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

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 5 NM X 11 NM X ~~UNLTD~~ 8500' - UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

CAMPAIGN 3
7-18-97

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

YES, EGLIN APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

20 MILES, 10 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

Revised
Rg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2918**

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

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 3 NM X 10 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

30 MILES, 15 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

Revised
RG

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2919A

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

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 15 NM X 5 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

15 MILES, 8 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

Revised
PB

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2919B**

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

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 15 NM X 5 NM X ~~UNLTD~~**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

8500' - UNLTD 2
CNATRA N3
7-78-94

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

YES, EGLIN APPROACH CONTROL

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

NO

2
CNATRA N3

(d) What is the distance and time enroute?

~~15 MILES, 8 MINUTES~~ 40 miles, 20 minutes

7-18-94

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA A EAST/WEST, B, C, D

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

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL LOCATED IN THE NORTHWEST PART OF FLORIDA**
- **APPROXIMATELY 42NM X 20NM X 1,000FT-180/EGLIN D 1,000FT-3000FT**
- **MON-FRI 1200-0300Z**
- **FAA, FSS, ARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

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

NO

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

NO

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

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Facilities

capacity

R

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA E

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

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL**
- **APPROX. ~~24~~nmi. x ~~12~~nmi. x SURFACE TO BUT NOT INCL. FL 180**
- **M-F, 1200-0300Z**
- **JACKSONVILLE CNTR**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

~~45 NMI x 44 NMI~~
 45 NMI ^{ax} 32 NMI
 CNATRA N3
 9/27/94

2
 CNATRA N3
 7-18-94

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

YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

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

NO

(d) What is the distance and time enroute?

18 MILES/9 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Revised
Pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA E

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

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL**
- **APPROX. 24nmi. x 12nmi. x SURFACE TO BUT NOT INCL. FL 180**
- **M-F, 1200-0300Z**
- **JACKSONVILLE CNTR**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

45 nmi x 44 nmi

2
CENTRAL NB
7-18-94

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

YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

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

NO

(d) What is the distance and time enroute?

18 MILES/9 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Revised
Ry

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA F

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

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL**
- **APPROX. ~~1.5 nmi. x 3 nmi.~~ x SURFACE TO BUT NOT INCL. FL 180**
- **M-F, 1200-0300Z**
- **JACKSONVILLE CNTR**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

35^{nmi} x 3.5 nmi

2
CNATRA N3
7-18-94

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

YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

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

NO

(d) What is the distance and time enroute?

18 MILES/9 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Revised
03

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: CAMDEN RIDGE MOA

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

- **MILITARY OPERATING AREA**
- **CAMDEN, AL**
- **APPROXIMATELY 40NM X 32 NM X 500 ft BUT NOT TO INCLUDE 10000 ft**
- **1300-0500Z DAILY**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **187 FG**
- **UNKNOWN**
- **UNKNOWN**

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

UNKNOWN

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

NO

(d) What is the distance and time enroute?

80 MILES, 40 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

b. Airspace (cont.)

AIRSPACE NAME: ROSE HILL MOA

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

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL LOCATED IN THE NORTHWEST PART OF FLORIDA**
- **APPROXIMATELY 35NM X 22NM X 8,000FT-FL180**
- **MON-FRI 0600-2400**
- **FAA, ARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH

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

NO

(d) What is the distance and time enroute?

45 MILES/20 MINUTES

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

NO

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

NO

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

REFER TO PARAGRAPH "G" OF A292

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CWET N443 28 APR 94*

Revised
Roz

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA A

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

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 12nmi. x 10nmi. x 500 AGL - 2,000; 9,000 - 17,000**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

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

YES, TYNDALL APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

57 MILES/28 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA B

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

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 20nmi. x 13nmi. x 9,000 - 17,000**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

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

YES, TYNDALL APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

64 MILES/32 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Revised
PS

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA C

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

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 29nmi. x 20nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL - 6,000; 9,000 TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

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

YES, TYNDALL APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

74 MILES/37 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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PS

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA D

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

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 27nmi. x 9nmi. x 1,000 AGL TO 4,000 (300 AGL - 6,000 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

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

YES, TYNDALL APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

93 MILES/47 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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ag

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA E

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

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 37nmi. x 30nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

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

YES, TYNDALL APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

96 MILES/48 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA F

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

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 24nmi. x 14nmi. x 1,000 AGL - 4,000 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

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

YES, TYNDALL APPROACH CONTROL

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

NO

(d) What is the distance and time enroute?

98 MILES/49 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: RUCKER MOA A, B

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

- **MILITARY OPERATING AREA**
- **FORT RUCKER AL. LOCATED IN THE SOUTHEAST PART OF ALABAMA**
- **APPROXIMATELY 40NM X 20NM X 100FT-1,500FT**
- **BY NOTAM ONLY**
- **FAA, ARTCC, JACKSONVILLE, FL.**
- **CMDR USA AVN CTR**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH

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

NO

(d) What is the distance and time enroute?

80 MILES/40 MINUTES

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

NO

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

NO

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: RUCKER MOA C

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

- **MILITARY OPERATING AREA**
- **FT RUCKER, AL**
- **APPROX. 13nmi. x 18nmi. x 100 AGL - 1,500**
- **UNKNOWN**
- **JACKSONVILLE CNTR**
- **COMDR USA AVN CNTR**
- **UNKNOWN**
- **UNKNOWN**

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

YES, JACKSONVILLE CENTER

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

NO

(d) What is the distance and time enroute?

97 MILES/48 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: DESOTO MOA

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

- **MILITARY OPERATING AREA**
- **GULFPORT, MS**
- **APPROX. 34nmi. x 8 nmi. x 500 - 10,000 AGL**
- **1500-2200Z INTERMITTENT**
- **HOUSTON CNTR**
- **GULFPORT PFTS**
- **UNKNOWN**
- **UNKNOWN**

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

YES, HOUSTON CENTER

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

NO

(d) What is the distance and time enroute?

91 MILES/45 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: DESOTO 2 MOA

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

- **MILITARY OPERATING AREA**
- **GULFPORT, MS. LOCATED IN THE SOUTHERN PART OF MISSISSIPPI**
- **APPROXIMATELY 30NM X 24NM X 100FT-5,000FT**
- **MON-FRI 0800-1800**
- **FAA, ARTCC, HOUSTON, TX.**
- **UNKNOWN**
- **UNKNOWN**
- **UNKNOWN**

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

80 MILES, 40 MINUTES

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

NO

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

NO

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: ATCAA EAGLE GULF ONE

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- **AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
-
- **864 SQUARE MILES**
- **UNKNOWN**
- **FAA, ARTCC HOUSTON, TX**
- **ANG TRNG, GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications Coverage/control? If so, who provides the services?

FACS FAC PENSACOLA

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

NO

(d) What is the distance and time enroute?

60 MILES/15 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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MS

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: ATCAA EAGLE GULF TWO

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- **AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
-
- **2,132 SQUARE MILES**
- **UNKNOWN**
- **FAA, ARTCC HOUSTON, TX**
- **ANG TRNG, GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

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

FACS FAC PENSACOLA

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

NO

(d) What is the distance and time enroute?

80 MILES/20 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: PINE HILL MOA ^{v/ATCAA} EAST/WEST

2
CNATRA NS

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

- **NAS MERIDIAN, MS. LOCATED IN THE CENTRAL PART OF MISSISSIPPI**
- **APPROXIMATELY 42NM X 65NM X 10,000FT-FL180 FL 230**
- **MON-FRI 0700-2300 SAT 0800-1500**
- **FAA, ARTCC, ATLANTA, GA.**
- **COMTRAWING ONE**
- **UNKNOWN**
- **UNKNOWN**

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

70 MILES/35 MINUTES

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

NO

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

NO

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1020**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- **VISUAL FLIGHT ROUTE** (MTR)
- N/A
- ~~N/A~~ Variable
- 1200-0400Z, M-F
- N/A
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

2
ONATRA 03
7-18-94

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

YES, UNKNOWN COMMUNICATIONS COVERAGE

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

NO

(d) What is the distance and time enroute?

55 MILES/14 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1021

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- VISUAL FLIGHT ROUTE (*nme*)
- N/A
- ~~N/A~~ *Variable*
- 1200-0400Z M-F
- N/A
- FACSFAC PENSACOLA
- UNKNOWN
- UNKNOWN

*2
ENATRA 103
7-18-94*

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

55 MILES/14 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1022**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- **VISUAL FLIGHT ROUTE** (*ATC*)
- **N/A**
- ~~N/A~~ *VAN DUSEN*
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

*2.
CNATRA NB
7-18-97*

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

75 MILES/19 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1023

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- VISUAL FLIGHT ROUTE (M.M)
- N/A
- ~~N/A~~ *Visible*
- 1200-0400Z, M-F
- N/A
- FACSFAC PENSACOLA
- UNKNOWN
- UNKNOWN

2
2 NATRA U3
7-18-94

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

53 MILES/13 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1024

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- VISUAL FLIGHT ROUTE (nm)
- N/A
- ~~N/A~~ *Variable*
- 1200-0400Z, M-F
- N/A
- FACSFAC PENSACOLA
- UNKNOWN
- UNKNOWN

2
CNATRA N3
7-18-94

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

55 MILES/13 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-179

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

- VISUAL FLIGHT ROUTE (VFR)
- N/A
- N/A x N/A x 100 AGL - 10,000
- 0730-1600 local, DAILY
- ~~N/A~~ not applicable
- ANG CRTC GULFPORT, MS
- UNKNOWN
- UNKNOWN

2
ON ATMA N3
7-18-94

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

66 MILES/33 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-060**

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

- **VISUAL FLIGHT ROUTE** (*AM*)
- **N/A**
- **N/A x N/A x 100 AGL - 10,000**
- **BY NOTAM**
- **N/A** *Not Applicable*
- **FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- **UNKNOWN**
- **UNKNOWN**

2
CNATRA NO
7-18-94

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

66 MILES/33 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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R

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1082

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

- VISUAL FLIGHT ROUTE MTR
- ~~N/A~~ VARIABLE (SIZE) ~
- N/A CNATRA N3
- N/A 9/8/94
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

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

YES, UNKNOWN COMMUNICATIONS COVERAGE

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

NO

(d) What is the distance and time enroute?

25 NM / 12 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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R

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1084

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

- VISUAL FLIGHT ROUTE MTR
- ~~N/A~~ VARIABLE (SIZE) 2
- N/A CNATRA N3
- N/A 9/8/94
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

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

YES, UNKNOWN COMMUNICATIONS COVERAGE

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

NO

(d) What is the distance and time enroute?

25 NM / 12 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1085

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

- VISUAL FLIGHT ROUTE MTR
- ~~N/A~~ VARIABLE (SIZE)
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

2
CNATRA N3
9/8/94

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

YES, UNKNOWN COMMUNICATIONS COVERAGE

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

NO

(d) What is the distance and time enroute?

25 NM / 12 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: W453

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

- **LOCATED SOUTH OF GULFPORT, MS.**
- **APPROXIMATELY 30NM X 45NM X SURF-FL500**
- **SR-SS**
- **FAA, ARTCC, HOUSTON, TX.**
- **COMDR, TRNG, GULFPORT, MS.**
- **UNKNOWN**
- **UNKNOWN**

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

YES, UNKNOWN

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

NO

(d) What is the distance and time enroute?

70 MILES/30 MINUTES

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

NO

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

NO

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

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CNET N443 28 APR 94

Facilities

b. Airspace (cont.)

AIRSPACE NAME: W155A

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

- **LOCATED SOUTH OF PENSACOLA, FL.**
- **APPROXIMATELY 63NM X 47NM X SURF-FL600**
- **SR-0100L**
- **FAA, ARTCC, JACKSONVILLE, FL.**
- **FACSFAC PENSACOLA, FL.**
- **UNKNOWN**
- **UNKNOWN**

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

YES, FACSFAC PENSACOLA

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

NO

(d) What is the distance and time enroute?

50 MILES/25 MINUTES

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

NO

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

NO

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

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CNLT N443 28 APR 94)

*Revised
RJ*

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **W155 B**

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

- **WARNING AREA**
- **PENSACOLA, FL**
- **APPROX. 42nmi. x 67nmi. x SURFACE TO FL 600**
- **DAILY SR-0100 LOCAL**
- **FAA, ARTCC JACKSONVILLE, FL**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

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

YES, FACSFAC PENSACOLA, JACKSONVILLE CENTER

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

NO

(d) What is the distance and time enroute?

75 MILES/37 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: W151A

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

- **LOCATED SOUTH OF VALPARAISO, FL.**
- **APPROXIMATELY 70NM X 48NM X UNLTD**
- **INTMT**
- **FAA, ARTCC, JACKSONVILLE, FL.**
- **FACSFAC PENSACOLA, FL.**
- **UNKNOWN**
- **UNKNOWN**

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

YES, FACSFAC PENSACOLA

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

NO

(d) What is the distance and time enroute?

40 MILES/20 MINUTES

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

NO

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

NO

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

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CNET N443 28 APR 94

Facilities

b. Airspace (cont.)

AIRSPACE NAME: W151B

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

- **LOCATED SOUTH OF VALPARAISO, FL.**
- **APPROXIMATELY 66NM X 33NM X UNLTD**
- **INTMT**
- **FAA, ARTCC, JACKSONVILLE, FL.**
- **FACSFAC PENSACOLA, FL.**
- **UNKNOWN**
- **UNKNOWN**

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

YES, FACSFAC PENSACOLA

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

NO

(d) What is the distance and time enroute?

75 MILES/40 MINUTES

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

NO

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

NO

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

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*Revised
Pg*

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: W151 C

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

- **WARNING AREA**
- **VALPARAISO, FL**
- **42nmi. x 42nmi. x UNLTD**
- **INTERMITTENT**
- **FAA, ARTCC JACKSONVILLE, FL**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

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

YES, EGLIN APPROACH CONTROL, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER

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

NO

(d) What is the distance and time enroute?

82 MILES/41 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-015**

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

- **INSTRUMENT FLIGHT ROUTE (MTR)**
- **N/A**
- **N/A x N/A x 500 AGL - 7,000**
- **CONTINUOUS**
- **N/A**
- **OSS/OSTA MOODY AFB, GA**
- **UNKNOWN**
- **UNKNOWN**

2
C/N/A/A/N/A
7-18-99

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

YES, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER, TALLAHASSEE APPROACH CONTROL, FACS FAC JACKSONVILLE

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

NO

(d) What is the distance and time enroute?

41 MILES/20 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-017**

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

- **INSTRUMENT FLIGHT ROUTE (MTR)**
- **N/A**
- **N/A x N/A x 500 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- **UNKNOWN**
- **UNKNOWN**

*2
CNATRA N3
7-18-94*

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

YES, COLUMBUS APPROACH CONTROL, CAIRNS APPROACH CONTROL, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER

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

NO

(d) What is the distance and time enroute?

41 MILES/20 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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03

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-019

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

- INSTRUMENT FLIGHT ROUTE (IFR)
- N/A
- N/A x N/A x 4,000 - 7,000
- 0700-2400 local DAILY
- N/A
- FACSFAC JACKSONVILLE
- UNKNOWN
- UNKNOWN

2
C.NATRA N3
7-18-94

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

JACKSONVILLE CENTER

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

NO

(d) What is the distance and time enroute?

88 MILES/44 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-021**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- **INSTRUMENT FLIGHT ROUTE** (ATL)
- N/A
- ~~N/A~~ *Sanibel*
- **1200-0400Z M-F**
- N/A
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

2
CWATPA N3
7-18-94

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

YES, JACKSONVILLE CENTER, ATLANTA CENTER

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

NO

(d) What is the distance and time enroute?

28 MILES/7 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-030**

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

- **INSTRUMENT FLIGHT ROUTE (nm)**
- **N/A**
- **N/A x N/A x 500 AGL - 6,000**
- **DAYLIGHT HOURS, DAILY**
- **N/A**
- **NAWC, PATUXENT RIVER, MD**
- **UNKNOWN**
- **UNKNOWN**

2
CNATRA W3
7-18-94

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

YES, JACKSONVILLE CENTER, ATLANTA CENTER, HOUSTON CENTER

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

NO

(d) What is the distance and time enroute?

32 MILES/16 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-031**

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

- **INSTRUMENT FLIGHT ROUTE (MTR)**
- **N/A**
- **N/A x N/A x 500 AGL - 6,000**
- **DAYLIGHT HOURS, DAILY**
- **N/A**
- **NAWC, PATUXENT RIVER, MD**
- **UNKNOWN**
- **UNKNOWN**

2
(NATRA N)
7-18-94

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

YES, JACKSONVILLE CENTER, ATLANTA CENTER, HOUSTON CENTER

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

NO

(d) What is the distance and time enroute?

27 MILES/13 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Revised
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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-037**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- **INSTRUMENT FLIGHT ROUTE** (*nm*)
- **N/A**
- **N/A** *variable*
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

2-
CNATRA N3
7-18-97

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

YES, MEMPHIS CENTER, HOUSTON CENTER

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

NO

(d) What is the distance and time enroute?

67 MILES/17 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-038

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- INSTRUMENT FLIGHT ROUTE (nm)
- N/A
- ~~NA~~ variable
- SR-SS, M-F
- N/A
- FACSFAC PENSACOLA
- UNKNOWN
- UNKNOWN

*2
CNATRA 03
7-18-94*

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

YES, HOUSTON CENTER

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

NO

(d) What is the distance and time enroute?

53 MILES/13 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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*Revised
PS*

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-040**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

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

- **INSTRUMENT FLIGHT ROUTE** (*IRM*)
- **N/A**
- **N/A** *variable*
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

*2
CENTRAL NY
7-18-94*

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

YES, MEMPHIS CENTER, HOUSTON CENTER

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

NO

(d) What is the distance and time enroute?

53 MILES/13 MINUTES

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

UNKNOWN

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

UNKNOWN

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

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Revised
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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-057**

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

- **INSTRUMENT FLIGHT ROUTE** (MTR)
- **N/A**
- **N/A x N/A x 250 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **SOSS/OGSC, HURLBURT FIELD, FL**
- **UNKNOWN**
- **UNKNOWN**

2
C/MTR 103
7-18-94

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

YES, JACKSONVILLE CENTER, ATLANTA CENTER

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

NO

(d) What is the distance and time enroute?

12 MILES/6 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

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Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-059**

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

- **INSTRUMENT FLIGHT ROUTE** (MTR)
- **N/A**
- **N/A x N/A x 250 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **SOSS/OGSC, HURLBURT FIELD, FL**
- **UNKNOWN**
- **UNKNOWN**

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

YES, JACKSONVILLE CENTER, ATLANTA CENTER

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

NO

(d) What is the distance and time enroute?

12 MILES/6 MINUTES

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

UNKNOWN

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

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

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

YES

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

NONE REQUIRED

- (a) Where do these units/squadrons deploy?
- (b) How far from your installation?
- (c) Frequency?
- (d) Reasons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)
- (e) Annual costs incurred for deployments due to adverse weather?
- (f) Annual costs incurred for deployments due to airspace non-availability?
- (g) Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

Facilities

c. Ground Training

1. By Category Code Number (CCN), complete the following table for all training facilities aboard the installation in which undergraduate pilot and/or NFO training is conducted. Include all 171-xx, 179-xx CCN's and any other applicable CCN.

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)
TRAINING CLASSROOMS	11	275	554,400

R

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

11 CLASSROOMS
25 STUDENTS/CLASSROOM
275
8 HOURS/DAY
2200
252 DAYS/YR = 554,400 (TOTAL STUDENT CURRICULUM HOURS)

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.

Facilities

c. Ground Training

1. By Category Code Number (CCN), complete the following table for all training facilities aboard the installation in which undergraduate pilot and/or NFO training is conducted. Include all 171-xx, 179-xx CCN's and any other applicable CCN.

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) ⁵²	Capacity (Student HRS/YR)
TRAINING CLASSROOMS	11	25	554,400

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

11 CLASSROOMS
25 STUDENTS/CLASSROOM
275
8 HOURS/DAY
2200
252 DAYS/YR = 554,400 (TOTAL STUDENT CURRICULUM HOURS)

⁵² 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 (RN) must reflect current use of the facilities.

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Facilities

c. Ground Training

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
2C42 (UTD) (T-34C)	4	4	16,128
2B37 (IFT/OFT) (T-34C)	14	14	56,448
2C67 (UTD) (TH-57B/C)	3	3	12,096
2B42 (IFT/OFT) (TH-57B/C)	6	6	24,192

R
R

NOTE:

- THE 2C67 HAS TWO SEATS. ONE IS USED BY THE STUDENT AND ONE MAY BE USED BY THE INSTRUCTOR. TABLE ABOVE REFLECTS CAPACITY FOR ONE STUDENT AT A TIME.

R

- THE 2B42 ALSO HAS TWO SEATS BUT ALSO HAS AN INSTRUCTOR SEAT BEHIND AND BETWEEN THESE SEATS. THE STUDENT UNDER TRAINING ALWAYS OCCUPIES THE RIGHT SEAT. NINE OF THESE 2B42 SORTIES REQUIRE A COPILOT IN THE LEFT SEAT. THESE NINE 2B42 SORTIES (11.7 HOURS) FOR THE COPILOT ARE NOT INCLUDED IN THE OVERALL TRAINING CURRICULUM REQUIREMENT BUT ARE USED TO ENHANCE STUDENT TRAINING. THESE SORTIES PROVIDE AN INVALUABLE OPPORTUNITY TO CONDUCT AIRCREW COORDINATION TRAINING (ACT). THE COPILOT IS GIVEN ADVISORY GRADES ACCORDINGLY.

R

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

DESIGN CAPACITY X 16 HOURS A DAY X 252 DAYS A YEAR = CAPACITY
EXAMPLE:

R

2B42: $6 \times 16 \times 252 = 24,192$

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.

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Facilities

c. Ground Training

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN) ¹	Capacity (Student HRS/YR)
2C42 (UTD) (T-34C)	4	4	16,128
2B37 (IFT/OFT) (T-34C)	14	14	56,448
2C67 (UTD) (TH-57B/C)	3	6	24,192
2B42 (IFT/OFT) (TH-57B/C)	6	12	48,384

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

**16 HOURS/DAY
252 DAYS/YR**

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.

Facilities

c. Ground Training

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN) ⁵³	Capacity (Student HRS/YR)
2C42	4	4	22,128
2B37	14	14	56,448
2C67	3	36	24,192
2B42	6	12	48,148

16,128 $\frac{2}{\text{CNATRA N3}}$
~~18,192~~ $\frac{2}{\text{CNATRA N3}}$
 48,384 $\frac{2}{\text{CNATRA}}$

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

16 HOURS/DAY
 252 DAYS/YR

⁵³ 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.

Facilities

c. Ground Training (cont.)

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

AN INCREASE OF 50% COULD BE ATTAINED WITH MINIMAL IMPACT. FURTHER INCREASES COULD BE ATTAINED BY SCHEDULING 24 HOURS A DAY AND "FLYING" WEEKENDS. ACADEMIC INSTRUCTION COULD THEORETICALLY BE 3,168,000 STUDENT CURRICULUM HOURS PER YEAR.

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

NEEDS OF THE NAVY; FLEET'S ABILITY TO ABSORB THROUGHPUT; LIMITED NUMBER OF SIMULATORS

5. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is conducted could be utilized for additional training? Calculate GEC as follows:

50%

$$\text{GEC} = \text{Capacity [A]} - \text{Total Requirements } ([\text{B}] \times [\text{C}] + [\text{D}] \times [\text{E}] + [\text{F}])$$

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.1.

[B] -- Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements question c.1(a)

[C] -- Pilot PTR for FY 2001 identified in Mission Requirements question a.1

[D] -- Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b)

[E] -- NFO PTR for FY 2001 identified in Mission Requirements question a.2

[F] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.1

Facilities

c. Ground Training (cont.)

6. By Category Code Number (CCN), complete the following table for all training facilities aboard the installation in which undergraduate pilot and/or NFO training is **not** conducted. Include all 171-xx, 179-xx CCN's and any other applicable CCN.

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-XX 179-XX

Type Training Facility	Total Number	Design Capacity (PN) ²	Capacity (Student HRS/YR)
17110 ACADEMIC INSTRUCTION	7	760	1,520,000
17120 APPLIED INSTRUCTION	3	180	360,000
17125 AUDITORIUM	2	556	1,112,000
17940 SMALL ARMS RANGE	1	8	12,000
17945 FIRE DRILL TOWER	1	6	12,000
17945 FIRE TRAINING MOCKUP	1	8	16,000
17950 MILITARY WORKING DOG TRAINING	1	4	8,000
17955 COMBAT TRAINING POOL	1	8	5,440

NOTE: POOL ONLY OPEN 4 MONTHS PER YEAR

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

Facilities

c. Ground Training (cont.)

6. By Category Code Number (CCN), complete the following table for all training facilities aboard the installation in which undergraduate pilot and/or NFO training is **not** conducted. Include all 171-xx, 179-xx CCN's and any other applicable CCN.

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-XX 179-XX

Type Training Facility	Total Number	Design Capacity (PN) ⁵⁴	Capacity (Student HRS/YR)
17110 ACADEMIC INSTRUCTION	7	760	1,520,000
17120 APPLIED INSTRUCTION	3	180	360,000
17125 AUDITORIUM	2	556	1,112,000
17940 SMALL ARMS RANGE	1	8	12,000
17945 FIRE DRILL TOWER	1	6	12,000
17945 FIRE TRAINING MOCKUP	1	8	16,000
17950 MILITARY WORKING DOG TRAINING	1	4	8,000
17955 COMBAT TRAINING POOL	1	8	16,000

⁵⁴ 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.

Facilities

c. Ground Training (cont.)

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

17110 760 SEATS X 8 HOURS X 250 DAYS = 1,520,000

17120 180 SEATS X 8 HOURS X 250 DAYS = 360,000

17125 556 SEATS X 8 HOURS X 250 DAYS = 1,112,000

17940 1 RANGE X 8 FIRING POSITIONS X 6 HOURS X 250 DAYS = 12,000

17945 (MOCKUP) 1 X 8 POSITIONS X 8 HOURS X 250 DAYS = 16,000

17945 (DRILL TOWER) 1 X 6 POSITIONS X 8 HOURS X 250 DAYS = 12,000

17950 1 X 4 POSITIONS X 8 HOURS X 250 DAYS = 8,000

17955 1 X 8 LANES X 8 HOURS X 85 DAYS = 5,440 R

NOTE: POOL ONLY OPEN 4 MONTHS PER YEAR. R

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

COULD INCREASE BY 50% BY SCHEDULING 12 HOURS A DAY OR 100% BY SCHEDULING 16 HOURS A DAY.

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

NONE

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Facilities

R c. Ground Training (cont.)

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

17110 760 SEATS X 8 HOURS X 250 DAYS = 1,520,000

17120 180 SEATS X 8 HOURS X 250 DAYS = 360,000

17125 556 SEATS X 8 HOURS X 250 DAYS = 1,112,000

17940 1 RANGE X 8 FIRING POSITIONS X 6 HOURS X 250 DAYS = 12,000

17945 (MOCKUP) 1 X 8 POSITIONS X 8 HOURS X 250 DAYS = 16,000

17945 (DRILL TOWER) 1 X 6 POSITIONS X 8 HOURS X 250 DAYS = 12,000

R 17950 1 X 4 POSITIONS X 8 HOURS X 5 DAYS X 52 WEEKS = 8,000

17955 1 X 8 LANES X 8 HOURS X 250 DAYS = 16,000

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

COULD INCREASE BY 50% BY SCHEDULING 12 HOURS A DAY OR 100% BY SCHEDULING 16 HOURS A DAY.

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

NONE

Facilities

b. Ground Training (cont.)

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

17110 760 SEATS X 8 HOURS X 250 DAYS = 1,520,000

17120 180 SEATS X 8 HOURS X 250 DAYS = 360,000

17125 556 SEATS X 8 HOURS X 250 DAYS = 1,112,000

17940 1 RANGE X 8 FIRING POSITIONS X 6 HOURS X 250 DAYS = 12,000

17945 1 X 8 POSITIONS X 8 HOURS X 250 DAYS = 16,000

17945 (DRILL TOWER) 1 X 6 POSITIONS^{8 HOURS} X 250 DAYS = 12,000

*OR
CHARTER #3*

17955 1 X 8 LANES X 8 HOURS X 250 DAYS = 16,000

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

COULD INCREASE BY 50% BY SCHEDULING 12 HOURS A DAY OR 100% BY SCHEDULING 16 HOURS A DAY.

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

NONE

Facilities

c. Ground Training (cont.)

10. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is **not** conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements [B]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.6.

[B] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.2

CCN	FACILITY	GEC	%
17110	ACADEMIC INSTRUCTION	1,478,000	100
17120	APPLIED INSTRUCTION	224,000	100
17125	AUDITORIUM	1,080,800	100
17940	SMALL ARMS RANGE	9,409.5	100
17945	FIRE DRILL TOWER	11,364	100
17945	FIRE TRAINING MOCKUP	13,924	100
17950	MILITARY WORKING DOG	6,440	100
17955	COMBAT TRAINING POOL	3,145	100

NOTE: POOL ONLY OPEN 4 MONTHS PER YEAR

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Facilities

c. Ground Training (cont.)

10. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is not conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements [B]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.6.

[B] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.2

CCN	FACILITY	GEC
17110	ACADEMIC INSTRUCTION	1,478,000
17120	APPLIED INSTRUCTION	224,000
17125	AUDITORIUM	1,080,800
17940	SMALL ARMS RANGE	9,409.5
17945	FIRE DRILL TOWER	11,364
17945	FIRE TRAINING MOCKUP	13,924
17950	MILITARY WORKING DOG	6,440
17955	COMBAT TRAINING POOL	16,000

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Facilities

b. Ground Training (cont.)

10. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is not conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements [B]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.6.

[B] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.2

CCN	FACILITY	GEC
17110	ACADEMIC INSTRUCTION	1,478,000
17120	APPLIED INSTRUCTION	224,000
17125	AUDITORIUM	1,080,800
17940	SMALL ARMS RANGE	9,409.5
17945	FIRE DRILL TOWER	15,364 11,364
17945	FIRE TRAINING MOCKUP	21,288 13,924
17955	COMBAT TRAINING POOL	16,000

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Facilities

c. Ground Training (cont.)

11. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
17110	TRAINING CLASS	SF	34,138	0	0	N/A
17135	TRAINING OPERATIONAL	SF	46,414	0	0	N/A

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

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

Facilities

c. Ground Training (cont.)

11. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
17110	TRAINING CLASS	SF	35,569	0	0	N/A
17135	TRAINING OPERATIONAL	SF	42,210	0	0	N/A

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

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

Facilities

c. Ground Training (cont.)

11. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
17110	TRAINING CLASS	SF	35,569	0	0	N/A
17120	TRAINING APPLIED	SF	93,082	3,980	0	N/A
17135	TRAINING OPERATIONAL	SF	42,210	0	0	N/A

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

- a. FACILITY TYPE/CODE: N/A
- 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?

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Facilities

c. Ground Training (cont.)

13. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is not conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
17120	APPLIED INSTRUCTION	SF	80,552	0	0	
17125	AUDITORIUM	SF	9,991	2,692	0	
17940	SMALL ARMS	SF	867	0	0	
17945	FIRE TRAINING MOCKUPS	SF	1.6K	0	0	
17955	COMBAT TRAINING POOL	ME	50	0	0	
17945	DRILL TOWER	SF	112	0	0	

Planned

*CAPACITY OF 16000 STUDENT HRS/YR IS BASED ON WATER BEING USED TO FIGHT FIRES. USE OF LIGHT WATER IN THE CURRENT PLANT REDUCES STUDENT HR/YR CAPACITY. PLANT IS SCHEDULED FOR UPGRADE.

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

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

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Facilities

c. Ground Training (cont.)

13. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is not conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
17110	ACADEMIC INSTRUCTION	SF	35,569	0	0	
17120	APPLIED INSTRUCTION	SF	97,062	0	0	
17125	AUDITORIUM	SF	9,991	2,692	0	
17940	SMALL ARMS	SF	867	0	0	
17945	FIRE TRAINING MOCKUPS	SF	1.6K	0	0	
17955	COMBAT TRAINING POOL	ME	50	0	0	
17945	DRILL TOWER	SF	112	0	0	

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***CAPACITY OF 16000 STUDENT HRS/YR IS BASED ON WATER BEING USED TO FIGHT FIRES. USE OF LIGHT WATER IN THE CURRENT PLANT REDUCES STUDENT HR/YR CAPACITY. PLANT IS SCHEDULED FOR UPGRADE.**

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

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

Facilities

c. Ground Training (cont.)

13. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is not conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
17110	ACADEMIC INSTRUCTION	SF	35,569	0	0	
17120	APPLIED INSTRUCTION	SF	97,062	0	0	
17125	AUDITORIUM	SF	12,682	0	0	
17940	SMALL ARMS	SF	867	0	0	
17945	FIRE TRAINING MOCKUPS	SF	1.6K	0	0	
17950	MILITARY WORKING DOGS	SF	392	0	0	
17955	COMBAT TRAINING POOL	ME	50	0	0	
17945	DRILL TOWER	SF	112	0	0	

* CAPACITY OF 16000 STUDENT HRS/YR IS BASED ON WATER BEING USED TO FIGHT FIRES. USE OF LIGHT WATER IN THE CURRENT PLANT REDUCES STUDENT HR/YR CAPACITY. PLANT IS SCHEDULED FOR UPGRADE.

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

- a. FACILITY TYPE/CODE: N/A
- 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?

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Facilities

c. Ground Training (cont.)

13. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is not conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
17125	AUDITORIUM	SF	12,682	0	0	
17940	SMALL ARMS	SF	867	0	0	
17945	FIRE TRAINING MOCKUPS	SF	1.6K	0	0	
17950	MILITARY WORKING DOGS	SF	392	0	0	
17955	COMBAT TRAINING POOL	ME	50	0	0	
17945	DRILL TOWER	SF	112	0	0	

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*CAPACITY OF 16000 STUDENT HRS/YR IS BASED ON WATER BEING USED TO FIGHT FIRES. USE OF LIGHT WATER IN THE CURRENT PLANT REDUCES STUDENT HR/YR CAPACITY. PLANT IS SCHEDULED FOR UPGRADE.

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

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

NASWF (02) CAPACITY

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Facilities

c. Ground Training (cont.)

13. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is not conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
17110	ACADEMIC INSTRUCTION	SF	35,569	0	0	
17120	APPLIED INSTRUCTION	SF	97,062	0	0	
17125	AUDITORIUM	SF	12,682	0	0	
17940	SMALL ARMS	SF	867	0	0	
17945	FIRE TRAINING MOCKUPS	SF	1.6K	0	0	
17955	COMBAT TRAINING POOL	ME	50	0	0	
17945	DRILL TOWER	SF	112	0	0	

***CAPACITY OF 16000 STUDENT HRS/YR IS BASED ON WATER BEING USED TO FIGHT FIRES. USE OF LIGHT WATER IN THE CURRENT PLANT REDUCES STUDENT HR/YR CAPACITY. PLANT IS SCHEDULED FOR UPGRADE.**

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

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

Facilities

d. Aircraft Parking, Maintenance, and Supply

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

QUESTION NOT VALID FOR THIS COMMAND

Type of Aircraft	Number of Aircraft (Fiscal Year)							Mission
	1995	1996	1997	1998	1999	2000	2001	
N/A								

2. Using the types (and mix) of aircraft currently stationed at your installation, project the number of these aircraft that could be based and parked on your current parking aprons. Provide two estimates:

- (a) NAVFAC P-80 standard measures (45 degree parking).
- (b) Real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-34C	272	341	SEE NOTE A
T-34C	9	9	MAINTENANCE SPOTS
H-57B/C	162	182	SEE NOTE B.
H-57B/C	9	9	MAINTENANCE SPOTS
H-57B/C	33	33	STORAGE SPOTS

NOTES ON NEXT PAGE

3. 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 on the parking apron spaces.

NOTES

- A: NORTH FIELD CURRENTLY HAS 272 PARKING PADS WITH APPROPRIATE TIE-DOWNS IN ACCORDANCE WITH NAVFAC P-80. SIXTY NINE OF THESE TIE-DOWN SPOTS ARE USED FOR STORING AIRCRAFT AWAITING PARTS OR MAJOR MAINTENANCE. UNDER A SURGE SCENARIO, THESE AIRCRAFT COULD BE MOVED TO ABANDONED RUNWAY AND TAXIWAY AREAS ON NORTH FIELD AND TEMPORARY TIEDOWNS USED TO SECURE THE AIRCRAFT. THIS WOULD FREE UP THE 69 SPOTS ON THE "I" AND "J" LINES AND ALLOW NORMAL PARKING AT P-80 STANDARDS FOR 272 FLYABLE T-34 AIRCRAFT AND 69 NONFLYABLE AIRCRAFT FOR A TOTAL OF 341**
- B: SOUTH FIELD HAS PARKING SPOTS FOR 162 HELICOPTERS THAT MEET P-80 CRITERIA. THE ADDITIONAL 33 SPOTS AND 9 MAINTENANCE SPOTS ALLOW FOR A TOTAL OF 204 AIRCRAFT. AN ADDITIONAL 20 SPOTS COULD BECOME AVAILABLE UNDER A SURGE SCENARIO IF TEMPORARY TIE DOWNS WERE USED ON THE MAT "A" AND "B" AREAS. THIS WOULD ALLOW 191 FLYABLE AIRCRAFT AND 33 NONFLYABLE AIRCRAFT AT SOUTH FIELD.**

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Facilities

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

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Provide two estimates:

(a) NAVFAC P-80 standard measures

(b) Real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-34c	28	36	SEE NOTE "A" IN QUESTION 5
H-57b/c	38	52	SEE NOTE "B" IN QUESTION 5

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

NOTES:

- A. TWENTY EIGHT (28) AIRCRAFT CAN BE HANGARED AT P-80 CRITERIA AND BY REDUCING SEPARATION WHILE MAINTAINING SAFE OPERATING PROCEDURES, 36 AIRCRAFT CAN BE HANDLED.
- B. AREAS IN HANGAR BAYS ARE CURRENTLY USED FOR EQUIPMENT STORAGE. THIS EQUIPMENT COULD BE MOVED IF SURGE SCENARIO REQUIRED MORE AIRCRAFT IN HANGAR.

Facilities

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

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Provide two estimates:

(a) NAVFAC P-80 standard measures

(b) Real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-34c	28	36	SEE NOTE "A" IN QUESTION 5
H-57b/c	24	40	SEE NOTE "B" IN QUESTION 5

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

NOTES:

A. TWENTY EIGHT (28) AIRCRAFT CAN BE HANGARED AT P-80 CRITERIA AND BY REDUCING SEPARATION WHILE MAINTAINING SAFE OPERATING PROCEDURES, 36 AIRCRAFT CAN BE HANDLED.

B. AREAS IN HANGAR BAYS ARE CURRENTLY USED FOR EQUIPMENT STORAGE. THIS EQUIPMENT COULD BE MOVED IF SURGE SCENARIO REQUIRED MORE AIRCRAFT IN HANGAR.

Facilities

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

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained based on available hangar space.

Aircraft Type	# of Aircraft	Comments
T-34C	350	
TH-57B/C	234	

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

SEE NOTE A & B, QUESTION 3

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

N/A: CONTRACT MAINTENANCE

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Facilities

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

9. Utilizing the category codes listed in the following table, provide the amount of space available presently classified as Adequate, Substandard, and Inadequate.

CCN	Facility Type	Avg Age	Unit Measure	Adequate	Substandard	Inadequate	Comments	
211-xx	Aircraft Maintenance	Type I	30	SY	25217	0	0	N/A
		Type II	N/A					
		Other	N/A					1
441-xx	General Supply Storage - Covered	25	SY	3285	36	0	N/A	
451-xx	General Supply Storage - Open	29	SY	895	0	0	N/A	

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

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

Facilities

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

9. Utilizing the category codes listed in the following table, provide the amount of space available presently classified as Adequate, Substandard, and Inadequate.

CCN	Facility Type	Avg Age	Unit Measure	Adequate	Substandard	Inadequate	Comments	
211-xx	Aircraft Maintenance	Type I	30	SY	25717	0	0	N/A
		Type II	N/A					
		Other	N/A					1
441-xx	General Supply Storage - Covered	25	SY	3302	36	0	N/A	
451-xx	General Supply Storage - Open	29	SY	895	0	0	N/A	

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

- a. FACILITY TYPE/CODE: N/A
- 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?

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Facilities

e. Other Facilities

1. In the following table, indicate the available space and condition for each facility designated or used for the functions indicated.

Building type	NAVFAC (P-80) category code	Installation space (KSF)			
		Adequate	Substandard	Inadequate	Total
Maintenance Facilities	210-xx	236.747	66.615	0	303.362
Production Facilities	220-xx	0	0	0	0
RDT&E Facilities	300-xx	0	0	0	0
Supply Facilities	400-xx	46.491	.099	0	46.59
Hospital, Medical, Dental	500-xx	30.650	0	0	30.650
Administrative Facilities	600-xx	122.714	1.241	.314	124.269
Utilities/Grounds Improvements	800-xx	12910.0	0	0	12910.0
	TOTAL	13346.602	67.995	.314	13414.871

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

a. FACILITY TYPE/CODE:

ADMINISTRATIVE OFFICE(610-10)

b. WHAT MAKES IT INADEQUATE?

INADEQUATE ACCESS AND ENVIRONMENTAL CONTROL

c. WHAT USE IS BEING MADE OF THE FACILITY?

VACANT

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?

UNKNOWN

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

UNKNOWN

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

NONE, THIS IS THE 6th FLOOR OF A NON ELEVATOR BUILDING

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

NO

Facilities

e. Other Facilities

1. In the following table, indicate the available space and condition for each facility designated or used for the functions indicated.

Building type	NAVFAC (P-80) category code	Installation space (KSF)			
		Adequate	Substandard	Inadequate	Total
Maintenance Facilities	210-xx	313.447	50.802	0	364.249
Production Facilities	220-xx	0	0	0	0
RDT&E Facilities	300-xx	0	0	0	0
Supply Facilities	400-xx	46.491	.099	0	46.59
Hospital, Medical, Dental	500-xx	30.650	0	0	30.650
Administrative Facilities	600-xx	89.365	1.241	.314	90.92
Utilities/Grounds Improvements	800-xx	12910.0	0	0	12910.0
TOTAL		13389.953	52.142	.314	13442.409

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

- a. FACILITY TYPE/CODE:
ADMINISTRATIVE OFFICE(610-10)
- b. WHAT MAKES IT INADEQUATE?
INADEQUATE ACCESS AND ENVIRONMENTAL CONTROL
- c. WHAT USE IS BEING MADE OF THE FACILITY?
VACANT
- d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
UNKNOWN
- e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
UNKNOWN
- f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
NONE, THIS IS THE 6th FLOOR OF A NON ELEVATOR BUILDING
- g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?
NO

Features and Capabilities

a. Ship Berthing, Maintenance, and Supply

1. For each Pier/Wharf at your facility list the following structural characteristics.

QUESTION NOT VALID FOR THIS COMMAND

Pier/ Wharf & Age	CCN	Moor Length (ft)	Design Dredge Depth (ft) (MLLW)	Slip Width (ft)	Pier Width (ft)
N/A					

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Features and Capabilities

b. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. 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
724-11 724-12 CWO & ABOVE BLDG 2957	163	163	163	520	N/A	N/A	N/A	N/A
724-11 724-12 CWO & ABOVE BLDG 2957 *	42	28	42	390	N/A	N/A	N/A	N/A
721-11 E1-E4 BLDG 2958	208	104	208	260	N/A	N/A	N/A	N/A
721-12 721-13 E5-E9 BLDG 2958	56	56	56	390	N/A	N/A	N/A	N/A
721-12 721-13 E1-E9 BLDG 2958 *	82	72	82	390	N/A	N/A	N/A	N/A

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* TRANSIENT ROOMS

NOTE: UPON COMPLETION OF RENOVATION ALL ROOMS WILL MEET DOD STANDARDS.

Features and Capabilities

b. Housing and Messing

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

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NOTE: BOQ BLDG. 2957

724-11
724-12

724-11
724-12

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
CWO & ABV	163	163	163	520	N/A	N/A	N/A	N/A
TRANSIENT ROOMS	42	28	42	390	N/A	N/A	N/A	N/A

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

- a. FACILITY TYPE/CODE: N/A
- 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?

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Features and Capabilities (CONT'D)

b. Housing and Messing

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

- a. FACILITY TYPE/CODE: N/A
- 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?

Features and Capabilities

B. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-02, 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
724-11 724-12 CWO & ABOVE BLDG 2957	163	162-163 APM	163	520	N/A	N/A	N/A	N/A
724-11 724-12 CWO & ABOVE BLDG 2957 *	42	28	42	390	N/A	N/A	N/A	N/A
721-11 E1-E4 BLDG 2958	208	104	208	260	N/A	N/A	N/A	N/A
721-12 721-13 E5-E9 BLDG 2958	48	48	48	390	N/A	N/A	N/A	N/A
721-12 721-13 E1-E9 BLDG 2958 *	82	72	82	390	N/A	N/A	N/A	N/A

* TRANSIENT ROOMS

NOTE: RENOVATION CONTRACT TO BRING THE BQ COMPLEX UP TO CURRENT DOD STANDARDS IS IN PROGRESS. ANTICIPATED COMPLETION DATE, OF ALL CONSTRUCTION, IS EARLY FY96. THE NUMBERS IN THE MATRIX ABOVE REFLECT TOTAL CAPACITIES UPON COMPLETION OF RENOVATION.

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28 APR 94

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Features and Capabilities

b. Housing and Messing

1. 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
724-11 724-12 CWO & ABOVE BLDG 2957	163	163	163	520	N/A	N/A	N/A	N/A
724-11 724-12 CWO & ABOVE BLDG 2957 *	42	28	42	390	N/A	N/A	N/A	N/A
721-11 E1-E4 BLDG 2958	208	104	208	260	N/A	N/A	N/A	N/A
721-12 721-13 E5-E9 BLDG 2958	56	56	56	390	N/A	N/A	N/A	N/A
721-12 721-13 E1-E9 BLDG 2958 *	82	72	82	390	N/A	N/A	N/A	N/A

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* TRANSIENT ROOMS

NOTE: UPON COMPLETION OF RENOVATION ALL ROOMS WILL MEET DOD STANDARDS.

Features and Capabilities

b. Housing and Messing

3. 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.

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NOTE: BEQ BLDG. 2958

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
E1-E4	208	104	208	260	N/A	N/A	N/A	N/A
E5-E9	48	48	48	390	N/A	N/A	N/A	N/A
E1-E9	82	72	82	390	N/A	N/A	N/A	N/A

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

- a. FACILITY TYPE/CODE: N/A
- 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?

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Features and Capabilities

b. Housing and Messing

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

- a. FACILITY TYPE/CODE: N/A
- 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?

Features and Capabilities

b. Housing and Messing

3. 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-02, 03 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
724-11 724-12 CWO & ABOVE BLDG 2957	163	162 163 gen	163	520	N/A	N/A	N/A	N/A
724-11 724-12 CWO & ABOVE BLDG 2957 *	42	28	42	390	N/A	N/A	N/A	N/A
721-11 E1-E4 BLDG 2958	208	104	208	260	N/A	N/A	N/A	N/A
721-12 721-13 E5-E9 BLDG 2958	48	48	48	390	N/A	N/A	N/A	N/A
721-12 721-13 E1-E9 BLDG 2958 *	82	72	82	390	N/A	N/A	N/A	N/A

* TRANSIENT ROOMS

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Features and Capabilities

b. Housing and Messing (cont.)

9. 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	
CCN 722-10	10,097	200	10,097	0	0	0	0	90

R *nm*
R *nm*

NOTE: FACILITY WILL CLOSE AS 722-10 AND CONVERT TO CCN 740-XX ON 30 SEP 94.

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

- a. FACILITY TYPE/CODE: N/A
- 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?

Features and Capabilities

b. Housing and Messing (cont.)

9. 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	
722-15 2998	10,097 4000	200	2000	0	0	0	0	90

10,097 AR Manley CWT N443 28 APR 74

2
CMATRA
N3

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

- a. FACILITY TYPE/CODE: N/A
- 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?

R

UIC 60508

Features and Capabilities

b. Housing and Messing (cont.)

11. 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	
NONE	0	0	0	0	0	0	0	0

R
R

NOTE: CCN 722-10 (GENERAL MESS BLDG 2998) WILL CLOSE 30 SEP 1994 AND BECOME AN MWR (CCN 740-XX) FACILITY.

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

- a. FACILITY TYPE/CODE: N/A
- 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?

Features and Capabilities

b. Housing and Messing (cont.)

11. 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 ^{GEM} 2998	10,097 ^{GEM} 4000	200	2000	0	0	0	0	90

2
CNATRA
N3

NOTE: GENERAL MESS CLOSING FY 95.

10,097 ^{GEM}
ONET N443 ZBAFF94

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

- a. FACILITY TYPE/CODE: N/A
- 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?

R

Addendum to Data Call Two: Capacity for Training Air Stations

1. For each type and level of pilot training, give the number of planes that are required per PTR (e.g., if it takes 40 planes to train 200 students (including overhead), then the requirement is .2 (40/200) planes per PTR). Give best estimates for JPATS.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Number of Planes per PTR (SEE NOTE)
General	Primary	T-34C	.12966
		JPATS ¹	.12966
Strike	Intermediate	T-2	N/A
	Advanced	TA-4J	N/A
	Intermediate/Advanced	T-45 ¹	N/A
E2/C2	Intermediate	T-44	N/A
		T-2	N/A
	Advanced	T-45 ¹	N/A
Maritime	Intermediate	T-34C	.04032
		JPATS ¹	.04032
	Advanced	T-44	N/A
Rotary	Intermediate	T-34C	.04032
		JPATS ¹	.04032
	Advanced	TH-57	.20793

NOTE: FROM PLANNING FACTORS (PEACETIME)

¹If requirements are still being derived, give best estimate.

UIC 60508

Addendum to Data Call Two: Capacity for Training Air Stations

2. For each type and level of NFO training, give the number of planes that are required per NFOTR (e.g., if it takes 40 planes to train 200 students (including overhead), then the requirement is .2 (40/200) planes per NFOTR). Give best estimates for JPATS.

QUESTION NOT VALID FOR THIS COMMAND

Type of NFO Training	Level of NFO Training	Trainer Aircraft	Number of Planes per NFOTR
General	Primary	T-34C	N/A
		JPATS	N/A
	Intermediate	T-34C	N/A
		JPATS	N/A
		T-39	N/A
		T-2	N/A
RIO	Advanced	T-39	N/A
		T-2	N/A
OJN	Advanced	T-39	N/A
		T-2	N/A
TN	Advanced	T-39	N/A
		T-2	N/A
WSO	Advanced	T-39	N/A
		T-2	N/A
NAV	Advanced	T-43	N/A

Addendum to Data Call Two: Capacity for Training Air Stations

3. For each type and level of pilot training, give the instructor-to-student ratio.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Instructor-to-Student Ratio (SEE NOTE)
General	Primary	T-34C	.17557
		JPATS ¹	.17557
Strike	Intermediate	T-2	N/A
	Advanced	TA-4J	N/A
	Intermediate/ Advanced	T-45 ¹	N/A
E2/C2	Intermediate	T-44	N/A
	Advanced	T-2	N/A
		T-45	N/A
Maritime	Intermediate	T-34C	.05321
		JPATS ¹	.05321
	Advanced	T-44	N/A
Rotary	Intermediate	T-34C	.05321
		JPATS ¹	.05321
	Advanced	TH-57	.21279

NOTE: FROM PLANNING FACTORS (PEACETIME)

¹If requirements are still being derived, give best estimate.

UIC 60508

Addendum to Data Call Two: Capacity for Training Air Stations

4. For each type and level of NFO training, give the instructor-to-student ratio.

QUESTION NOT VALID FOR THIS COMMAND.

Type of NFO Training	Level of NFO Training	Trainer Aircraft	Instructor-to-Student Ratio
General	Primary	T-34C	N/A
		JPATS	N/A
	Intermediate	T-34C	N/A
		JPATS	N/A
		T-39	N/A
		T-2	N/A
RIO	Advanced	T-39	N/A
		T-2	N/A
OJN	Advanced	T-39	N/A
		T-2	N/A
TN	Advanced	T-39	N/A
		T-2	N/A
WSO	Advanced	T-39	N/A
		T-2	N/A
NAV	Advanced	T-43	N/A

Addendum to Data Call Two: Capacity for Training Air Stations

5. For each type and level of pilot training, give the historic percentage of overhead flights (i.e., the percent of overhead flights relative to the number of flights by graduating students). For example, if in 1992 graduating students flew 2000 flights and there were 500 overhead flights, then the percentage of overhead flights would be $(500/2000) \times 100 = 25\%$.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Percent of Overhead Flights
General	Primary	T-34C	28.04
Strike	Intermediate	T-2	N/A
	Advanced	TA-4J	N/A
	Intermediate/ Advanced	T-45¹	N/A
E2/C2	Intermediate	T-44	N/A
	Advanced	T-2	N/A
		T-45¹	N/A
Maritime	Intermediate	T-34C	12.5
	Advanced	T-44	N/A
Rotary	Intermediate	T-34C	12.5
	Advanced	TH-57	12.01

¹If requirements are still being derived, give best estimate.

R

UIC 60508

Addendum to Data Call Two: Capacity for Training Air Stations

6. For each type and level of NFO training, give the historic percentage of overhead flights (i.e., the percent of overhead flights relative to the number of flights by graduating students). For example, if in 1992 graduating students flew 2000 flights and there were 500 overhead flights, then the percentage of overhead flights would be $(500/2000) \times 100 = 25\%$.

QUESTION NOT VALID FOR THIS COMMAND.

Type of NFO Training	Level of NFO Training	Trainer Aircraft	Percent of Overhead Flights
General	Primary	T-34C	N/A
		JPATS	N/A
	Intermediate	T-34C	N/A
		JPATS	N/A
		T-39	N/A
		T-2	N/A
RIO	Advanced	T-39	N/A
		T-2	N/A
OJN	Advanced	T-39	N/A
		T-2	N/A
TN	Advanced	T-39	N/A
		T-2	N/A
WSO	Advanced	T-39	N/A
		T-2	N/A
NAV	Advanced	T-43	N/A

R

AMENDMENT ONE

UIC 60508

**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
P-148	CONSTRUCT NAVY EXCHANGE	FY88	1700K
A-0125	CONSTRUCT COMMISSARY	FY91	2386K

NOTE: ABOVE MILCONS WERE NON-BRAC

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
	NONE PLANNED		

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
	NONE PLANNED		

Command: NAS Whiting Field

Data Call Number Two

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME


Signature

Acting
Title

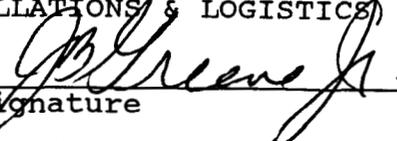
4/28/94
Date

CNET
Activity

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

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

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


Signature

Acting
Title

5 MAY 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

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

Chief of Naval Air Training
Title

Naval Air Training Command
Activity

W B Hayden
Signature

23 APR 94
Date

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Title

Activity

Signature

Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

CERTIFICATION OF BRAC 95 TRAINING AIR STATION DATA CALL NUMBER TWO (CAPACITY) INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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

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

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

15 Apr 94
Date

Training Air Wing FIVE
Activity

Enclosure (3)

CERTIFICATION OF BRAC 95 TRAINING AIR STATION DATA CALL NUMBER TWO (CAPACITY) INFORMATION

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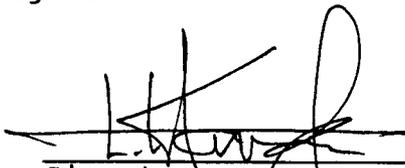
ACTIVITY COMMANDER

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

L. K. Tande
NAME

Commanding Officer
Title

NAS Whiting Field
Activity


Signature
7/15/94
Date

Enclosure (4)

209

Command: NAS WHITING FIELD

**Data Call Number Two Revisions
(Page 2)**

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

T. L. McClelland
Signature

CNET
Title

6/10/94
Date

CNET
Activity

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

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

J. B. GREENE, JR.
NAME

J. B. Greene Jr.
Signature

ACTING
Title

6/20/94
Date

BRAC DATA CALL 2
NAS WHITING FIELD UIC 60508

CNATRA REVISIONS OF 6/7/94, PAGE 2

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

~~W. B. HAYDEN, RADM, USN~~

NAME (Please type or print)

Chief of Naval Air Training (ACTING)
Title

Naval Air Training Command
Activity

P.R. Statskey
Signature

Date

7 JUN 94

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

229

Command: NAS Whiting Field

**Data Call Number Two Revisions
(Pages 24, 24a, 24b, 27, 161, 164, 165, and 167)**

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

MAJOR CLAIMANT LEVEL

R. K. U. KIHUNE
NAME



Signature

15 JUN 1994

CNET
Title

Date

CNET
Activity

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

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

R. R. SAREERAM

NAME



Signature

27 JUN 1994

Active
Title

Date

BRAC-95 DATA CALL 2
NAS WHITING FIELD UIC 60508

REVISIONS IRT BSAT MEMO OF 31 MAY 94 (MAJ GERKE), PAGES 24,24A,24B,27,161,164,
165 & 167 (OF 6/7/94)

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

~~W. B. HAYDEN, RADM, USN~~

NAME (Please type or print)


Signature

Chief of Naval Air Training (ACTING)
Title

Date

10 JUN 94

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

DC #2 Revision
pages 24, 24A, 24B,
27, 161, 164, 165, +
167

CERTIFICATION OF BRAC 95
DATA CALL TWO (CAPACITY),
CHANGE ONE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

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

L. K. Tande, Captain, USN

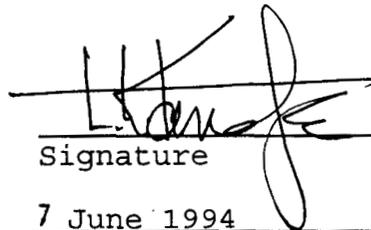
NAME

Commander, Acting

Title

Training Air Wing FIVE

Activity



Signature

7 June 1994

Date

Enclosure (5)

DC#2 Revision
pages 24, 242, 246, 27, 161,
164, 165, & 167

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO (CAPACITY),
CHANGE ONE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

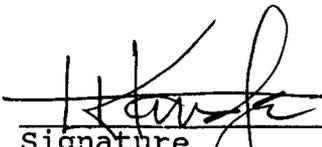
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ACTIVITY COMMANDER

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

L. K. Tande
NAME


Signature

Commanding Officer
Title

6/7/94
Date

NAS Whiting Field
Activity

Enclosure (5)

Command: NAS Whiting Field

**Data Call Number Two Revisions
(Pages 24a, 27, 160, and 163-167)**

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

T L McClelland
Signature

Acting
Title

7/20/94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

W A Earner
Signature

Title

8/3/94
Date

BRAC 95 DATA CALL 2
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/8/94 (IRT BSAT LTR OF 30 JUN 94-MAJ GERKE), PAGES 24a,27,
160,163,164,165,166 & 167

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

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

P. R. Statskey
Signature

Chief of Naval Air Training (Acting)

Title

Date

15 JUL 94

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO (CAPACITY),
CHANGE TWO INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

8 50 / 94
Date

Training Air Wing FIVE
Activity

Enclosure (5)

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO (CAPACITY),
CHANGE TWO INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

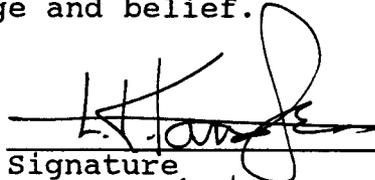
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ACTIVITY COMMANDER

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

L. K. Tande
NAME


Signature

Commanding Officer
Title

7/8/94
Date

NAS Whiting Field
Activity

229
8 Jul 94 UIC 60508

BASE STRUCTURE ANALYSIS TEAM (BSAT) QUESTIONS OF 30 JUN 94
REGARDING NAS WHITING FIELD DATA CALL TWO (CAPACITY)

Question (1), Page 24R (6/7/94)

NO. CURRICULUM TIME IS PER STUDENT FOR EMERGENCY PROCEDURES (2.6), BI (7.8), RI (20.8), AIRWAYS NAVIGATION (2.6) AND HELICOPTER TACTICS (2.6) COMBINED. TIME DOES NOT INCLUDE C/P TIME WHICH IS OBSERVER ONLY.

Question (2), Page 24aR (6/7/94)

USCG AND FMS STUDENTS FOLLOW USN PROGRAM.

REPLACEMENT PAGES 24aR, ~~163R, 164R, AND 165R~~ DATED 8 JUL 94 INCLUDED IN ENCLOSURE (2).

Question (3), Page 27R (6/7/94)

YES, THE "15600" SHOULD READ "2/15600". THERE IS NO SET REQUIREMENT FOR PRT AS THE SWIM IS AN OPTION FOR USN PRT ONLY. FY 93 FIGURES INDICATE APPROXIMATELY 27 PERSONS CONDUCT PRT TRAINING FOR APPROXIMATELY 1 HOUR EACH DAY FOR 85 TRAINING DAYS.

REPLACEMENT PAGES 27R, ^{163R, 164R AND 165R} DATED 8 JUL 94 INCLUDED IN ENCLOSURE (2).

Question (4), Page 160

YES, THE "25" SHOULD READ "275".

REPLACEMENT PAGE 160R DATED 8 JUL 94 INCLUDED IN ENCLOSURE (2).

Question (5), Pages 163 and 164R (6/7/94)

THE "8,000" IS CORRECT ON PAGES 163 AND 163R (7 JUN 94). CHANGE "5 DAYS" TO READ "250 DAYS" AND DELETE "X 52 WEEKS".

REPLACEMENT PAGE 164R DATED 8 JUL 94 INCLUDED IN ENCLOSURE (2).

Question (6), Page 167R (6/7/94)

QUESTION SHOULD REFER TO PAGE 165. PERCENTAGES ENTERED.

REPLACEMENT PAGE 165R DATED 8 JUL 94 INCLUDED IN ENCLOSURE (2).

8 Jul 94 UIC 60508

BSAT QUESTIONS OF 30 JUN 94 (CONTINUED)

Question (7), Page 166

CCN 171-20: SPACES LISTED ARE READY ROOMS AND BRIEFING SPACES.
REMOVED FROM QUESTION c.11.

REPLACEMENT PAGE 166R DATED 8 JUL 94 INCLUDED IN ENCLOSURE (2).

Second Question (7), Page 167R (6/7/94)

DATA IN FACILITIES QUESTION c.6 IS CORRECT. CCN 171-10 AND CCN
171-20 FACILITIES ADDED TO c.13.

REPLACEMENT PAGE 167R DATED 8 JUL 94 INCLUDED IN ENCLOSURE (2).

8 Jul 94 UIC 60508

CHANGE TWO REPLACEMENT PAGES FOR NASWF DATA CALL TWO (CAPACITY)

1. Make the following changes to NAS Whiting Field (UIC 60508) Data Call Two (2):

- a. Remove page 24aR dated 7 Jun 94, insert page 24aR dated 8 Jul 94.
- b. Remove page 27R dated 7 Jun 94, insert page 27R dated 8 Jul 94.
- c. Remove page 160, insert page 160R dated 8 Jul 94.
- d. Remove page 163, insert page 163R dated 8 Jul 94.
- e. Remove page 164R dated 7 Jun 94, insert page 164R dated 8 Jul 94.
- f. Remove page 165R dated 7 Jun 94, insert page 165R dated 8 Jul 94.
- g. Remove page 166, insert page 166R dated 8 Jul 94.
- h. Remove page 167R dated 7 Jun 94, insert page 167R dated 8 Jul 94.

Enclosure (2)

229

Command: NAS Whiting Field

Data Call Number Two Revisions
(Pages 36, 149a-149k, 150a-150c, 151a-151f, 152a, 152b, 153a, 153b, 154a-154g, 156a, 158a-158l, and 167)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PE T
Signature

ACTING
Title

18 AUG 94
Date

CNET
Activity

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

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

J. B. GREENE, JR.
NAME

J B Greene Jr
Signature

ACTING
Title

22 AUG 1994
Date

BRAC-95 DATA CALL 2
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/11/94, PAGES 149a-149k, 150a-150c, 151a-151f, 152a,
152b, 153a, 153b, 154a-154g, 156a, 158a-1581

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

NEXT ECHELON LEVEL (if applicable)

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

Chief of Naval Air Training
Title

Naval Air Training Command
Activity

W B Hayden
Signature
9 Aug 94

Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWO, CHANGE FOUR
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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

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

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

10 Aug 94
Date

Training Air Wing FIVE
Activity

Enclosure (5)

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER TWO CHANGE THREE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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

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ACTIVITY COMMANDER

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

R. O. Abshier
 NAME

R. O. Abshier
 Signature

Commander
 Title

12 Jul 94
 Date

Training Air Wing FIVE
 Activity

Enclosure (4)

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO, CHANGE FOUR
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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

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

ACTIVITY COMMANDER

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

D. C. Ray
 NAME


 Signature

Commanding Officer, ACTING
 Title

10 AUG 94
 Date

NAS Whiting Field
 Activity

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO CHANGE THREE
INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

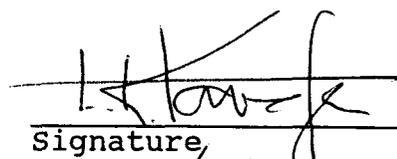
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ACTIVITY COMMANDER

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

L. K. Tande
 NAME


 Signature

Commanding Officer
 Title

7/12/94
 Date

NAS Whiting Field
 Activity

229

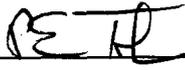
Command: NAS Whiting Field

**Data Call Number Two Revisions
(Pages 147, 148, and 150a)**

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME


Signature

Acting
Title

10/3/94
Date

CNET
Activity

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

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

P. W. DRENNON
NAME


Signature

Acting
Title

12 OCT 1994
Date

BRAC 95 DATA CALL 2
NAS WHITING FIELD UIC 60508

CNATRA REVISIONS OF 9/27/94, PAGES 147,148 & 150A

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

NEXT ECHELON LEVEL (if applicable)

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

P. R. Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Command: NAS Whiting Field

Data Call Number Two Revisions
(Pages i-iii, 6, 7, 12, 13, 17, 18, 18a, 19-22, 24c-24f, and 179-185)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN

NAME

PEH

Signature

Acting

Title

10/12/94

Date

CNET

Activity

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

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

W. A. EARNER

NAME

W. A. Earner

Signature

Title

Date

10/21/94

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity

W B Hayden
Signature
30 Oct 94
Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO (CAPACITY),
CHANGE SIX INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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

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

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

8 Sep 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO (CAPACITY),
CHANGE SIX INFORMATION

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ACTIVITY COMMANDER

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

D. C. Ray
 NAME


 Signature

Commanding Officer, Acting
 Title

08 SEP '94
 Date

NAS Whiting Field
 Activity

Command: NAS Whiting Field

Data Call Number Two Revisions

(Pages i-iii, 15, 28, 34, 36, 37, 41, 43, 44, 49, 54, 56, 63, 68, 71, 79, 87, 95, 103, 110, 112, 117, 124, 131, 138, 154h-154j, 161, 166, 167, 170, 172, 173, 175, 175a, 176, 176a, 177, and 178)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETB
Signature

Acting
Title

10/28/84
Date

CNET
Activity

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

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

W. A. EARNER

NAME

W A Earner
Signature

Title

11/2/94
Date

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO (CAPACITY),
CHANGE FIVE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R.O. Abshier
Signature

Commander
Title

1 Sep 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER TWO (CAPACITY),
CHANGE FIVE INFORMATION

It is the policy of the Chief of Naval Education that CNET personnel, uniformed and civilian, who provide information for use in the BRAC 95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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ACTIVITY COMMANDER

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

L. K. Tande
 NAME


 Signature

Commanding Officer
 Title

1 SEPT 94
 Date

NAS Whiting Field
 Activity

RESPONSE TO CAPTAIN BUZZELL INQUIRIES

PRIMARY INT E2/C2 INT MAR INT HELO ADV MAR
Numbers reflect student input for FY99

USN	585	40	151	210	124
USMC	328	0	30	184	29
CG	38	0	0	38	0
FMS	140	0	45	63	45
NOAA	2	0	2	0	2
USAF	100	0	0	0	151

SUBTOTAL 1193 40 228 497 351

Other students trained at USAF that are not included above

USN	70	0	0	0	25
USMC	30	0	0	0	0

TOTAL 1293 40 228 497 376

Command: CNET

**Response to Captain Buzzell Inquiries
(Primary Pilot, Intermediate E2/C2, Intermediate Maritime, and Intermediate Helicopter)**

(Page 4/4)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PEH
Signature

Acting
Title

12/28/94
Date

CNET
Activity

