17

CAPACITY ANALYSIS

DATA CALL WORK SHEET

FOR NAVY BASE: NAVAL AIR STATION NORTH ISLAND

BASE PRIMARY UIC: 00246
(Insert th4is UIC in "Header A' on 4every page)

Category.....Operational Support
Sub-category.....Naval Bases

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

Naval Station Listing

Type	Title	Location
SUBMARINE BASE	NAVSUBASE NEW LONDON	GROTON CT
NAVAL STATION	NAVAL STATION ANNAPOLIS	ANNAPOLIS MD
AMPHIBIOUS BASE	NAVPHIBASE LITTLE CREEK	NORFOLK VA
NAVAL STATION	NAVAL STATION NORFOLK	NORFOLK VA
SUBMARINE BASE	NAVSUBASE KINGS BAY	KINGS BAY GA
NAVAL STATION	NAVAL STATION MAYPORT	MAYPORT FL
NAVAL STATION	NAVAL STATION PASCAGOULA	PASCAGOULA MS
NAVAL STATION	NAVAL STATION INGLESIDE	INGLESIDE TX
NAVAL STATION	NAVAL STATION ROOSEVELT ROADS	ROOSEVELT ROADS PR
SUBMARINE BASE	SUBMARINE BASE BANGOR	SILVERDALE WA
NAVAL STATION	NAVAL STATION EVERETT	EVERETT WA
NAVAL STATION	NAVAL STATION SAN DIEGO	SAN DIEGO CA
NAVPHIBASE	CORONADO CA	SAN DIEGO CA
NAVAL STATION	NAVAL STATION PEARL HARBOR	PEARL HARBOR HI
SUBMARINE BASE	SUBMARINE BASE SAN DIEGO	SAN DIEGO CA
SUBMARINE BASE	SUBMARINE BASE PEARL HARBOR	PEARL HARBOR HI
NAVAL STATION	NAVAL STATION GUAM	GUAM
NAVAL AIR STATION	*NAVAL AIR STATION NORTH ISLAND*	*NORTH ISLAND CA*

Change N4644-CPF MAY 94

Data for Capacity Analysis

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1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

2. List the following:

a. **Length of main channel** from base to the open sea:

12,300 YARDS

b. **Minimum Channel width** between base and open sea:

600 - 800 FEET

c. **Minimum center channel depth** (MLLW) between base and open sea:

42 FEET

d. **Minimum height of overhead obstructions** of the channel from base to the open sea:

N/A

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

CNAP Changed 9405

Table 3.1

Change N5A-CPF MAY 94

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
CV	2	2	*2*	1	1	1046	130	37	9,600
CVN	0	0	*0*	1	1	1092	134	**50**	17,600

10. Reserve Support Capacities

10.a. List all **reserve units** (USNR, USMCR, USAFR, ANG, USAR, ARNG) that train at this installation. Table 10.1

Reserve Unit	Training Function / Facilities Used
NAVAIRES (09296)	BLDG. 251, EXTENSIVE BOS
HSL 84 (09055)	BLDG. 1481, EXTENSIVE BOS
VR 57 (53910)	BLDG. 525, EXTENSIVE BOS
HS 85 (09061)	BLDG. 1481, EXTENSIVE BOS
COMHELWINGRES (09983)	BLDG. 626, EXTENSIVE BOS
CNAP LIAISON (42328)	OFFICE SPACE IN BLDG. 10, BOS
PACFLT CARIT (68917)	OFFICE SPACE IN BLDG. 10, BOS
RIPO IV (47916)	OFFICE SPACE IN BLDG. 251, BOS
RECRUITING DET (47763)	OFFICE SPACE IN BLDG. 251, BOS
ASWWINGPAC 0194 (85773	OFFICE SPACE IN BLDG. G
NADEP 0294 (86549)	OFFICE SPACE IN BLDG. 469
NAVAIRPAC 1094 (86253)	OFFICE SPACE IN BLDG. 10
IVTU 121 (6519R)	OFFICE SPACE IN BLDG. 251
TACRON 1194 (89297)	OFFICE SPACE AT NAB CORONADO
NISRO 2794 (86676)	OFFICE SPACE AT BLDG. 606
FITCPAC (82931)	OFFICE SPACE IN BLDG. 251
AIRPACSUP (86221)	OFFICE SPACE IN BLDG. 10

Reserve Unit	Training Function / Facilities Used
SURFPAC 0994 (88098)	OFFICE SPACE IN BLDG. 251
VTU 9494	OFFICE SPACE IN BLDG. 251
NAS NORIS 0194 (86781)	OFFICE SPACE IN BLDG. 317, 605
NAVAIRSYSCOM 1294 (86539)	OFFICE SPACE IN BLDG. 10
COMTACGRU 0194 (87471)	OFFICE SPACE AT NAB CORONADO
RECORDS REVIEW	OFFICE SPACE IN BLDG. 251
TACRON 1294 (89298)	OFFICE SPACE AT NAB CORONADO
CV64 0294 (88404)	OFFICE SPACE IN BLDG. 307, CV-64
CNAP OPINTEL 0194 (89181)	OFFICE SPACE IN BLDG. 8
4TH MAWMED MAG 46 (89449)	OFFICE SPACE IN BLDG. 601
COMCAMGRUPAC 0194 (88112)	OFFICE SPACE IN BLDG. 251
CV64 (89505)	OFFICE SPACE IN BLDG. 307, CV-64
NORA 0194 (85838)	OFFICE SPACE IN BLDG. 516
ASWOC 1294 (88251)	OFFICE SPACE IN BLDG. 797
MED/DEN 0194 (89876)	OFFICE SPACE IN BLDG. 601
ONI 0794 (82819)	OFFICE SPACE IN BLDG. 251
JICPAC 0994 (86511)	OFFICE SPACE IN BLDG. 251
JICPAC 0794 (86513)	OFFICE SPACE IN BLDG. 251
JICPAC 0819 (86807)	OFFICE SPACE IN BLDG. 251

10.b. For each USNR and USMCR ship homeported or unit that trains at your facility, provide the number of **authorized billets and number of personnel actually assigned** to the unit for the past three fiscal years. Include both Selected Reserves (SELRES) and Training and Administration of Reserves (TAR) Navy / Full Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning.

* = DISESTABLISHED

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Table 10.2

Unit:	FY 1991				FY 1992				FY 1993			
NAVAIRES SAN DIEGO 09296	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Enlisted	0	110	0	130	0	92	0	100	0	97	0	97
Officer	0	18	0	21	0	13	0	11	0	11	0	11
Unit: HSL 84 (09055)												
Enlisted	111	93	93	99	111	89	101	112	110	88	86	95
Officer	37	6	36	6	36	6	36	6	37	7	30	8
Unit: VR 57 (53910)												
Enlisted	125	70	110	68	125	78	110	83	125	77	115	83
Officer	30	9	30	9	30	9	30	9	30	10	30	12
Unit: HS 85 (09061) *Transferred to NAS North Island from NAS Alameda in 1993*												
Enlisted	-	-	-	-	-	-	-	-	118	75	106	80
Officer	-	-	-	-	-	-	-	-	24	9	24	7
Unit: COMHELWINGRES (09983)												
Enlisted	0	45	0	46	0	40	0	45	0	38	0	40
Officer	0	16	0	17	0	15	0	16	0	13	0	11

Unit:	FY 1991				FY 1992				FY 1993			
NAVAIRES SAN DIEGO 09296	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Unit: COMNAVAIRPAC LIAISON (42328)												
Enlisted	0	2	0	2	0	2	0	2	0	2	0	2
Officer	0	8	0	4	0	8	0	6	0	8	0	5
Unit: PACFLT CARIT TEAM (68917)												
Enlisted	0	13	0	13	0	13	0	13	0	16	0	16
Officer	0	1	0	1	0	2	0	2	0	2	0	2
Unit: RIPO IV (47916)												
Enlisted	0	4	0	4	0	4	0	4	0	4	0	4
Officer	0	1	0	1	0	1	0	1	0	1	0	1
Unit: RECRUITING DET (47763)												
Enlisted	0	10	0	10	0	8	0	8	0	7	0	7
Officer	0	2	0	2	0	1	0	1	0	1	0	1
Unit: ASWWINGPAC 0194 (85773)												
Enlisted	25	0	26	0	23	0	27	0	25	0	22	0
Officer	34	0	31	0	28	0	25	0	34	0	33	0
Unit: NADEP 0294 (86549)												
Enlisted	0	0	0	0	2	0	2	0	2	0	2	0
Officer	18	0	14	0	19	0	14	0	19	0	18	0

Unit:	FY 1991				FY 1992				FY 1993			
NAVAIRES SAN DIEGO 09296	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Unit: NAVAIRPAC 1094 (86253)												
Enlisted	25	0	36	0	32	0	43	0	28	0	27	0
Officer	36	0	38	0	35	0	41	0	36	0	41	0
Unit: HS 0246 (85078) * = DISESTABLISHED												
Enlisted	20	0	20	0	*	*	*	*	*	*	*	*
Officer	6	0	8	0	*	*	*	*	*	*	*	*
Unit: IVTU 121												
Enlisted	2	0	3	0	5	0	2	0	10	0	1	0
Officer	20	0	28	0	12	0	11	0	9	0	8	0
Unit: TACRON 1194 (89297)												
Enlisted	50	0	20	0	50	0	16	0	47	0	24	0
Officer	30	0	31	0	30	0	28	0	30	0	29	0
Unit: FIRSTPAC 0794 (86513) * = DISESTABLISHED												
Enlisted	32	0	26	0	*	*	*	*	*	*	*	*
Officer	20	0	18	0	*	*	*	*	*	*	*	*
Unit: FIRSTPAC 0894 (86514) * = DISESTABLISHED												
Enlisted	28	0	28	0	*	*	*	*	*	*	*	*
Officer	22	0	21	0	*	*	*	*	*	*	*	*
Unit: NISRO 2794 (86676)												
Enlisted	5	0	5	0	4	0	4	0	8	0	6	0
Officer	16	0	20	0	16	0	17	0	25	0	23	0

Unit: NAVAIRES SAN DIEGO 09296	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Unit: FITCPAC 0194 (82931)												
Enlisted	22	0	13	0	22	0	21	0	11	0	6	0
Officer	16	0	20	0	15	0	15	0	16	0	11	0
Unit: AIRPACSUP 0294 (86221)												
Enlisted	29	0	28	0	29	0	27	0	29	0	29	0
Officer	5	0	21	0	7	0	15	0	7	0	11	0
Unit: SURFPAC 0994 (88098)												
Enlisted	10	0	12	0	13	0	10	0	12	0	5	0
Officer	17	0	16	0	15	0	15	0	18	0	18	0
Unit: VTU 9494												
Enlisted	0	0	3	0	0	0	6	0	0	0	8	0
Officer	0	0	40	0	0	0	48	0	0	0	53	0
Unit: CTF 168 0794 (82819) * = DISESTABLISHED												
Enlisted	11	0	10	0	*	*	*	*	*	*	*	*
Officer	13	0	13	0	*	*	*	*	*	*	*	*
Unit: NAS NORIS 0194 (86781)												
Enlisted	88	0	126	0	105	0	115	0	98	0	97	0
Officer	8	0	17	0	7	0	13	0	3	0	13	0
Unit: NAVAIRSYSCOM 1294 (86539)												
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0
Officer	15	0	14	0	15	0	15	0	15	0	15	0

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Unit:	FY 1991				FY 1992				FY 1993			
NAVAIRES SAN DIEGO 09296	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Unit: COMTACGRU 0194 (87471)												
Enlisted	8	0	6	0	8	0	6	0	8	0	4	0
Officer	11	0	9	0	11	0	11	0	11	0	9	0
Unit: RECORDS REVIEW												
Enlisted	3	0	3	0	3	0	3	0	3	0	3	0
Officer	0	0	0	0	0	0	0	0	0	0	0	0
Unit: VS 0294 (88843) * = DISESTABLISHED												
Enlisted	31	0	25	0	*	*	*	*	*	*	*	*
Officer	32	0	32	0	*	*	*	*	*	*	*	*
Unit: TACRON 1294 (89298)												
Enlisted	49	0	17	0	49	0	17	0	49	0	23	0
Officer	30	0	29	0	30	0	28	0	30	0	30	0
Unit: CV 64/CV 61 0294 (88404)												
Enlisted	51	0	43	0	62	0	57	0	81	0	49	0
Officer	0	0	3	0	0	0	2	0	1	0	10	0
Unit: NAVAIRPAC OPINTEL 0194 (89181)												
Enlisted	28	0	22	0	24	0	17	0	45	0	24	0
Officer	19	0	21	0	12	0	11	0	26	0	22	0
Unit: 4th MAWMED MAG 46 (89449)												
Enlisted	17	0	19	0	15	0	11	0	15	0	14	0
Officer	7	0	6	0	7	0	4	0	7	0	6	0

Unit:	FY 1991				FY 1992				FY 1993			
NAVAIRES SAN DIEGO 09296	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Unit: COMCAMGRUPAC 0194 (88112)												
Enlisted	31	0	22	0	25	0	14	0	25	0	24	0
Officer	5	0	4	0	5	0	5	0	5	0	4	0
Unit: FIRSTPAC 0919 (86511) * = DISESTABLISHED												
Enlisted	29	0	28	0	*	*	*	*	*	*	*	*
Officer	22	0	23	0	*	*	*	*	*	*	*	*
Unit: CV 64 0194 (89505)												
Enlisted	51	0	45	0	61	0	57	0	74	0	44	0
Officer	1	0	2	0	1	0	1	0	2	0	8	0
Unit: NORA 0194 (85838)												
Enlisted	25	0	17	0	22	0	18	0	35	0	24	0
Officer	4	0	8	0	4	0	6	0	9	0	9	0
Unit: NISRO 2819 (86671) * = MERGED WITH NISRO 2794												
Enlisted	3	0	3	0	3	0	3	0	*	*	*	*
Officer	10	0	11	0	10	0	10	0	*	*	*	*
Unit: INTELPAC 0319 (86807) * = DISESTABLISHED												
Enlisted	10	0	16	0	*	*	*	*	*	*	*	*
Officer	10	0	13	0	*	*	*	*	*	*	*	*
Unit: ASWOC 1294 (88251)												
Enlisted	48	0	39	0	51	0	55	0	53	0	29	0
Officer	16	0	16	0	19	0	7	0	20	0	26	0

Unit:	FY 1991				FY 1992				FY 1993			
NAVAIRES SAN DIEGO 09296	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Unit: NAS NORTH ISLAND DENTAL 0194 (89877) * = MERGED INTO MED/DEN 0194												
Enlisted	8	0	6	0	*	*	*	*	*	*	*	*
Officer	2	0	2	0	*	*	*	*	*	*	*	*
Unit: MEDICAL/DENTAL 0194 (89876)												
Enlisted	44	0	30	0	14	0	18	0	29	0	28	0
Officer	16	0	13	0	18	0	9	0	13	0	9	0
Unit: NAVMIC 0794/ONI 0794 (82819) *Established in FY92*												
Enlisted	-	-	-	-	11	0	10	0	11	0	9	0
Officer	-	-	-	-	13	0	12	0	13	0	12	0
Unit: JICPAC 0994 (86511) *Established in FY92*												
Enlisted	-	-	-	-	38	0	31	0	40	0	29	0
Officer	-	-	-	-	33	0	32	0	31	0	30	0
Unit: JICPAC 0794 (86513) *Established in FY92*												
Enlisted	-	-	-	-	42	0	34	0	45	0	32	0
Officer	-	-	-	-	34	0	33	0	31	0	28	0
Unit: JICPAC 0819 (86807) *Established in FY92*												
Enlisted	-	-	-	-	13	0	13	0	12	0	9	0
Officer	-	-	-	-	16	0	14	0	17	0	15	0

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

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
J	1 AGF	*1 AGF*	*N/A*	1 AGF
K	2 ASR	*A ASR*	*N/A*	2 ASR
L	*1 CVN*	1 CVN *	*N/A*	1 CVN
M	*1 CVN*	1 CVN *	1 CV/CVN	1 CVN
N	*1 CV*	1 CV *	1 CV/CVN	1 CV
O	*1 CV*	1 CV *	1 CV/CVN	1 CV
P	*1 AOR*	AOR	*A AOR*	*N/A*
B	1	1	1 **	0

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

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

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

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*** DUAL BERTH REQUIRED FOR CV/CVN (e.g. CV/CVN REQUIRES TWO BERTHS L&M = 1 CVN, N&O = 1 CV)**

** ONE SHIP PER PIER BRAVO. PIER IS LIMITED TO ONE CRANE EVOLUTION ONLY. **PIER BRAVO IS THE AMMUNITION PIER.**

CNAP Changed 9405

16.a. For **ship classes** currently homeported at your base and **serviced by an associated Intermediate Maintenance Activity**, list the following historical data:

IMA/UIC: **SIMA SAN DIEGO / N65918**

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES.

SHIPS HOMEPORTED AT NAS NORTH ISLAND ARE SUPPORTED BY SHIP INTERMEDIATE MAINTENANCE ACITIVITY (SIMA) SAN DIEGO (UIC: 65918) AND SUPERVISOR SHIPBUILDING (SUPSHIP) SAN DIEGO. DATA CONTAINED IN TABLE 16.1 IS REPLICATED FROM THE NAVSTA SAN DIEGO DATA CALL (UIC: #N00245) FOR CV AND AGF CLASS SHIPS.

Table 16.1

Ship Class	Avg. man-hrs expended per ship per year			Avg # of days in dock/yr for class operating cycle	Fleet reqd wks/year in availability per ship		
	FY91	FY92	FY93		FY1991	FY1992	FY1993
CV	**5595.5**	**3840.8**	**4368.5**	**N/A**	**6**	**6**	**6**

16.b. List the **projected work load** at the same IMA for each class of ship.

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES.

SHIPS HOMEPORTED AT NAS NORTH ISLAND ARE SUPPORTED BY SHIP INTERMEDIATE MAINTENANCE ACTIVITY (SIMA) SAN DIEGO (UIC: 65918) AND SUPERVISOR SHIPBUILDING (SUPSHIP) SAN DIEGO. DATA CONTAINED IN TABLE 16.2 REPLICATED FROM THE NAVSTA SAN DIEGO DATA CALL (UIC: #N00245) FOR CV AND AGF CLASS SHIPS.

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Table 16.2

Ship class	Projected man hours (x1000) per ship per fiscal year													
	FY1995		FY1996		FY1997		FY1998		Fy1999		FY2000		FY2001	
	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# ships	Man-hr
AGF	1	24	1	24	1	25	1	25	1	25	1	26	1	26
CV	1	10	1	10	1	10	1	10	1	10	1	10	1	10

SHIP LOADING & MAN HOURS PER SHIP WERE PROVIDED BY THE SAN DIEGO REGIONAL MAINTENANCE CENTER WORKING GROUP, WORKLOAD FORECASTING PAT.

CNAP Changed 9405

16.c. If some **IMA level work is contracted to civilian (non-DON) activities**, provide the navy contract manager and estimate the equivalent man-hours of service provided by those contractors in the listed fiscal years. List projected contractor IMA workload for the fiscal years 1995 through 2001.

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **BECAUSE SHIPS HOMEPORTED AT NAS**

NORTH ISLAND ARE DIRECTLY SUPPORTED BY (SIMA) SAN DIEGO, APPROPRIATE DATA IS INCLUDED IN NAVSTA SAN DIEGO (UIC: N00245) DATA CALL # 6.

MAINTENANCE SUPPORT CAPACITY

17. For any **Shore Based Intermediate Maintenance Facility**, list the following:

17.a. List the **size** and the condition of the **intermediate maintenance facility** located at the installation. CCN refers to the five digit category code number from NAVFAC P-80.

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **REFER TO NAVSTA SAN DIEGO (UIC 00245) DATA CALL #6.**

Table 17.1

Facility Name/ Function	CCN	Adequate (sq ft)	Substandard (sq ft)	Inadequate (sq ft)

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate if current budget program includes any of the required funds.

17.b. Assuming that the shore intermediate maintenance facilities can be **fully staffed** with appropriately skilled workers and procurement clerks and that sufficient funding is available for all parts support, what would be the maximum ship intermediate maintenance capability of this installation. For this question, assume that all currently programmed improvements are executed and assume that all current depot work remains at the depot level.

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES.

CNAP CHANGED 9504

17.c. What **plant modifications/facility improvements are budgeted** in Presidential Budget 1995 through FY 1997 (including all BRACON) that would improve the production work capability at the ashore intermediate maintenance facility? Provide a description, cost, and additional capacity (in man-hours) that could be realized.

NAS NORTH ISLAND DOES NOT **CURRENTLY** HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **REFER TO NAVSTA SAN DIEGO (UIC 00245) DATA CALL #6.**

MILCON REQUESTED FOR FY-97 TO CONSTRUCT NUCLEAR REPAIR FACILITY AT NAS NORTH ISLAND IN SUPPORT OF CVN HOMEPORT CHANGES. THIS MILCON IS NOT IN THE PRESIDENTIAL BUDGETS. AT THE CURRENT TIME, NO FACILITIES IMPROVEMENTS ARE FUNDED WHICH WILL IMPROVE PRODUCTION CAPABILITY

CNAP CHANGED 9405

17.d. Given **unconstrained funding** and manning levels, what **Industrial Plant Equipment (IPE)** would you change (add, delete, or modify) to increase the shore IMA production work capacity? Provide a description, cost estimates, and additional capacity (in man-hours per year) that could be realized.

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **REFER TO NAVSTA SAN DIEGO (UIC 00245) DATA CALL #6.**

17.e. Are there any environmental, legal or other **factors that inhibit further increase** in productive work capacity at the shore IMA (e.g. encroachments, pollutant discharge, etc.)? Provide details and possible solutions.

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **REFER TO NAVSTA SAN DIEGO (UIC 00245) DATA CALL #6.**

17.f. State the percent of the maintenance work day lost to **military duties** (GMT, Training, etc.) during the normal day shift.

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **REFER TO NAVSTA SAN DIEGO (UIC 00245) DATA CALL #6.**

17.g. Provide the **man-hours expended by shore based intermediate maintenance activities** for the listed years in the following categories:

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **CV/CVN AND AGF SUPPORTED BY SIMA SAN DIEGO. REFER TO NAVSTA SAN DIEGO (UIC 00245) DATA CALL #6.**

Table 17.2

IMA:**N/A**_____	FY 1990 (K man-hr)	FY 1991 (k man-hr)	FY 1992 (k man-hr)	FY 1993 (k man-hr)	FY 1994[1] (k man-hr)
Ship Modernization (non-nuclear)					
Ship Modernization (nuclear)					
Ship Repair (non-nuclear)					
Ship Repair (nuclear)					
Aircraft Maintenance					
Facility/IPE Maintenance					
Other Maintenance[2]					

[1]Projected man hours.
[2]Describe maintenance in this category.

SHIP SUPPORT CAPACITY

CNAP CHANGED 9405

18. List the **government drydocks** (floating or graving) owned by the base or tenant activities. For each drydock indicate its maximum lift, ship classes for which NAVSEA has certified the dock, and number of days in use in FY 1991, 1992, 1993. Indicate the number of days climate prevented painting and preservation of docked ship external hull in FY 1993.

NAS NORTH ISLAND DOES NOT HAVE A DRYDOCK FACILITY ON THE INSTALLATION. ALL DRYDOCK MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **THERE ARE NO DRYDOCK FACILITIES IN THE LOCAL AREA SUFFICIENT TO HANDLE CV CLASS SHIPS.**

Table 18.1

Drydock	Maximum Capacity	Ship Classes that can be Docked[1]	Days in use			Climate Limited days		
			FY1991	FY1992	FY1993	FY1991	FY1992	FY1993

[1]NAVSEA certification for docking.

19. Provide the same data for **commercial drydocks** in the harbor complex.

NAS NORTH ISLAND DOES NOT HAVE A DRYDOCK FACILITY ON THE INSTALLATION. ALL DRYDOCK MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES. **THERE ARE NO COMMERCIAL DRYDOCK FACILITIES IN THE LOCAL AREA SUFFICIENT TO HANDLE CV CLASS SHIPS.**

Table 19.1

Drydock	Maximum Capacity	Ship Classes that can be Docked[1]	Days in use [2]			Climate Limited days		
			FY1991	FY1992	FY1993	FY1991	FY1992	FY1993

[1]NAVSEA certification for docking.
[2]Days in use supporting DOD ships.

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS SUBMISSION IS FROM **SMALL ARMS RANGE.**

CNAP CHANGED 9405

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
42650	171-10	CLASSROOM	3	105	252,000
42650	171-20	LIVE FIRE RANGE	1	36	**86,400**

[1]Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

STUDENTS X 8 HOURS PER DAY X 300 DAYS PER YEAR = CAPACITY (STUDENT HRS/YR)

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
Classroom	Law Enforc	Phase II	100	40	4000	110	40	4400
"	"	EVOC	100	12	1200	110	12	1320
"	"	CPR/First Aid	100	18	1800	110	18	1980
"	"	Investigation	100	18	1800	110	18	1980
"	"	Traffic Acc.	100	18	1800	110	18	1980
"	"	Weapons	90	20	1800	100	20	2000
"	"	ASF Academy	90	60	5400	100	60	6000
"	"	CLETS	100	4	400	110	4	440
"	"	Adv. Invest.	100	18	1800	110	18	1950
"	"	Adv. Trfc. Acc.	100	18	1800	110	18	1950
"	"	Radar	100	8	800	110	8	950
"	"	SFST	100	8	800	110	8	880
"	"	DAR	100	8	800	110	8	880
"	"	Intox	100	8	800	110	8	880
Live Fire Range	"	Qualifications	90	20	1800	100	20	2000
"	"	Re-quals	190	8	1250	200	8	8600
Drive Course	"	EVOC Prac-App	100	12	1200	110	12	1320
"	"	Motorcycle Safety	400	18	7200	450	18	8100
Classroom	"	AAA Driver Imp	240	18	1920	264	8	2112

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

23.b. Assuming that the 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.

NO IMPACT

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

NOT REQUIRED

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

NOT REQUIRED

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

NOT AN ISSUE

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **COMHSLWINGPAC**.

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
55138	171-10	ACADEMIC INSTRUCTION	9	170	707,200
55138	171-35	WEAPONS SYSTEM TRAINER	5	2	41,600

[1]Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

CLASSROOM CAPACITY:
1 CONFERENCE ROOM - 14
2 LARGE CLASSROOMS - 24 (24 X 2 = 48)
_6_ SMALL CLASSROOMS - 18 (18 X 6 = 108)
9
108 + 48 + 14 = 170 = CAPACITY
80 HRS PER WEEK X 52 WEEKS X 170 = 707,200

TRAINING DEVICES:
80 HRS/WEEK PER DEVICE
52 WEEKS PER YEAR

5 DEVICES X 2 STUDENTS X 80 HOURS X 52 WEEKS = 41,600 CAPACITY

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
ACADEMIC INSTRUCTION	HSL 41	FLEET REPLACEMENT PILOT	77	1685	32267	77	1685	32267
ACADEMIC INSTRUCTION	HSL 41	FLEET REPLACEMENT AIRCREW	40	501	10715	40	501	10715

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

A	B	C
FRP		
CAT I - 32	**471**	**15,072**
CAT II - 15	**351**	**5,265**
CAT III - 4	**211**	**844**
CAT IV - 4	**181**	**724**
CAT V - 22	**471**	**10,362**
77	**1,685**	**32,267**
FRAC - 40		
CAT I - 25	**320**	**8,000**
CAT II - 15	**181**	**2,715**
	501	**10,715**

23.b. Assuming that the 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.

WEAPONS SYSTEM TRAINER - NO ADDITIONAL CAPACITY, 100% UTILIZATION.

CLASSROOMS - 665,000 STUDENT HOURS CAPACITY AVAILABLE.

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

NO MILCON PLANNED.

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

NONE.

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

NONE.

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **COMSEACONTROLWINGPAC.**

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
09298	171-10	ACADEMIC INSTRUCTION	5	76	237,120 (A)
09298	171-35	WPN SYSTEMS TRAINER	3	7	87,360 (B)

[1] *Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.*

NOTES:
1. DERIVATION OF FOOTNOTED VALUES AS FOLLOWS:
   (A) - 5 CLASSROOMS X 76 STUDENTS X 60 HOURS/WEEK X 52 WEEKS
   (B) - 3 DEVICES X 7 STUDENTS X 80 HOURS/WEEK X 52 WEEKS

Change N3A-CPF MAY 94

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10/35

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
ACADEMIC INSTRUCTION	VS 41	FRP	58	1931	*111,998*	68	1931	131308
ACADEMIC INSTRUCTION	VS 41	FRN	73	1426	104098	104	1426	148304
ACADEMIC INSTRUCTION	VS 41	FRAC	30	440	13200	40	440	17600
ACADEMIC INSTRUCTION	VS 41	FRCT/FRAT	24	88	2112	40	88	3520
WEAPON SYSTEM TRAINER	VS 41	FRP	58	200	11600	68	200	13600
WEAPON SYSTEM TRAINER	VS 41	FRN	73	262	19126	104	262	27248
WEAPON SYSTEM TRAINER	VS 41	FRAC	30	128	3840	40	128	5120
WEAPON SYSTEM TRAINER	VS 41	FRCT/FRAT	24	28	672	40	28	1120

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

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23.b. Assuming that the 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.

WEAPONS SYSTEM TRAINER - NO ADDITIONAL CAPACITY, 100% UTILIZATION.

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

NO MILCON PLANNED.

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

NONE.

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

NONE.

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **NAMTRAGRUDET** - NORTH ISLAND

CNAP CHANGED 9405

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
66065	171-10	ACADEMIC INSTRUCTION	40	185	**370,000**
66065	171-20	APPLIED INSTRUCTION	63	478	**956,000**
66065	171-35	OPERATIONAL TRAINER	11	100	200,000

CAPACITY FORMULA - # STUDENTS X 8 HRS PER DAY X 250 DAYS PER YEAR

[1]*Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.*

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
CLASSROOM TRAINING	MTU-1022	SH-60F AIRCRAFT MAINTENANCE TRAINING	277	86	23822	237	203.4	48208
CLASSROOM TRAINING	MTU-1036	S-3 AIRCRAFT MAINTENANCE TRAINING	179	134	23986	144	134	19296
CLASSROOM TRAINING	MTU-1067	H-60B AIRCRAFT MAINTENANCE TRAINING	584	62	36208	4154	20.8	86403
CLASSROOM TRAINING	MTU'S-1036/1067	AIRCRAFT MAINTENANCE GENERAL	1257	23.5	29540	1079	23.5	25357
CLASSROOM TRAINING	MTU-3022	CALIBRATION	137	80	10960	12	78	3354
CLASSROOM TRAINING	MTU-3033	SUPPORT EQUIPMENT MAINTENANCE	1402	50.3	70521	2172	50.3	109252
CLASSROOM TRAINING	MTU-3041	AIRCRAFT LAUNCH AND RECOVERY EQUIPMENT	1291	50	64550	1138	50	56900
CLASSROOM TRAINING	MTU-4033	AIR LAUNCHED WEAPONS	336	43	14448	456	43	19608

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
TRAINING APPLIED	MTU-1036/1067	AIRCRAFT MAINTENANCE GENERAL	526	69.2	36399	656	69.2	45395
TRAINING APPLIED	MTU-3022	CALIBRATION	132	169	22308	12	162	1944
TRAINING APPLIED	MTU-3033	SUPPORT EQUIPMENT MAINTENANCE	1402	49.8	69820	2172	49.8	108166
TRAINING APPLIED	MTU-3041	AIRCRAFT LAUNCH AND RECOVERY EQUIPMENT	87	55	4785	112	53	5936
TRAINING APPLIED	MTU-4033	AIR LAUNCHED WEAPONS	336	64	21504	456	64	29184
TRAINING APPLIED	MTU-1022	SH-60F AIRCRAFT MAINTENANCE	277	109	30193	237	131	31047
TRAINING APPLIED	MTU-1036	S-3 AIRCRAFT MAINTENANCE	179	53	9487	211	52	10972
TRAINING APPLIED	MTU-1067	H-60B AIRCRAFT MAINTENANCE	267	20.5	5474	182	21	3822

CCN: 171-35

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
TRAINING OPERATIONAL	MTU-1022	SH-60F AIRCRAFT MAINTENANCE	277	61	16897	237	66.4	15737
TRAINING OPERATIONAL	MTU-1036	S-3 AIRCRAFT MAINTENANCE	179	51	9129	211	52.8	11141
TRAINING OPERATIONAL	MTU-1067	H-60B AIRCRAFT MAINTENANCE	267	59	15753	182	60.7	11047

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

23.b. Assuming that the 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.

HOURS IN TABLE 23.1 (1,531,304) REFLECT THE UNCONSTRAINED PLANT CAPACITY. CURRENT OPERATIONAL FUNDING PROVIDES CONSTRAINED CAPACITY AS REFLECTED IN TABLE 23.B OF (642,769). THE DIFFERENCE IS (888,535) STUDENT HOURS PER YEAR.

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

NO PLANNED MILCON CURRENTLY FUNDED FOR NAMTRAGRU DET NORTH ISLAND.

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

MOVE OF NAMTRAGRU MTU-1028, H46 AIRCRAFT MAINTENANCE TRAINING TO NAS NORTH ISLAND. ESTIMATED COST IS $524,000. UNCONSTRAINED CAPACITY IS (199,000) STUDENT HOURS AND THE PROJECTED OPERATIONAL FUNDED CONSTRAINED CAPACITY IS (15,792) STUDENT HOURS.

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

NAMTRAGRUDET NORTH ISLAND HAS NO LIMITING FACTORS THAT ADDITIONAL PERSONNEL, EQUIPMENT, FACILITIES, ETC., COULD NOT OVERCOME.

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **COMHELTACWINGPAC**.

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
09822 SEE 1.	171-10	ACADEMIC INSTRUCTION CLASSROOM	6	90	187,200
09822 SEE 2.	171-20	POOL	1	25	52,000
09822 SEE 3.	171-20	CBT/SLIDE TAPE CLASSROOM	1	16	46,720
09822 SEE 4.	171-20	SHIPS TRAINING	1	30	5,400
09822 SEE 5.	171-30	AIRCRAFT TRAINING	11	33	6,000

[1]Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

NOTES:

1. CLASSROOMS = 6
   # STUDENTS = 15
   CAPACITY = 90
   DAYS IN USE (5 DAY/WEEK X 52 WEEKS/YEAR) = 260 DAYS/YEAR
   HOURS/YEAR IN USE (260 DAYS/YEAR X 8HRS/DAY = 2080 HRS/YEAR
   STUDENT HOURS/YEAR (2080 HRS/YEAR X 90 STUDENTS) = 187,200
   STUDENT HOURS/YEAR

2. # OF POOLS = 1
   # OF STUDENTS (AVG) = 25
   CAPACITY = 25
   HOURS/YEAR IN USE (8 HRS/DAY X 260 DAYS/YEAR) = 2,080
   52,000 STUDENT HRS/YEAR

3. # OF ROOMS = 1
   # OF CBT/SLIDE TAPE PROJECTED = 16
   CAPACITY = 16
   HRS/YEAR AVAILABLE USE = 2,920
   (365 DAYS YEAR X 8 HRS/DAY)
   46,720 STUDENT HRS/YEAR

4. # OF SHIPS = 1
   # OF STUDENTS (AVG) = 30
   CAPACITY = 30
   HRS/YEAR IN USE = 180
   5,400 STUDENT HRS/YEAR

5. # OF AIRCRAFT = 11
   # OF STUDENT/AIRCRAFT = 3
   CAPACITY = 33
   FLIGHT HRS/YEAR REPORTED BY OPS = 6,000 HRS.

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
CLASSROOM TRAINING	SAR	SAR CAT II CLASSROOM INST	50	11.5	575	50	11.5	575
CLASSROOM TRAINING	HCO	HCO CLASSROOM INST	200	24	4800	200	24	4800
CLASSROOM TRAINING	SAR	SAR PO	50	25.5	1275	50	25.5	1275
CLASSROOM TRAINING	SAR	SAR OFFICER	30	40	1200	30	40	1200
CLASSROOM TRAINING	LSE	LSE	450	24	10800	450	24	10800
CLASSROOM TRAINING	EFAM	PILOT/AIRCREW TRAINING	149	64	9536	149	64	9536
CLASSROOM TRAINING	INTEL	PILOT TRAINING	52	3	156	52	3	156
CLASSROOM TRAINING	SAR	PILOT TRAINING	79	2	158	79	2	158
CLASSROOM TRAINING	ACT	PILOT/AIRCREW TRAINING	149	12	1788	149	12	1788
CLASSROOM TRAINING	PLANE CAPT	AIRCREW TRAINING	70	80	5600	70	80	5600
CLASSROOM TRAINING	GUN SCHOOL	AIRCREW TRAINING	70	24	1680	70	84	1680

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CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
POOL	SAR	CAT II SAR	50	49.5	2475	50	49.5	2475
POOL	SAR	SAR PETTY OFFICER	50	46.5	2325	50	46.5	2325
SHIP	HCO	HCO	200	8	1600	200	8	1600
SHIP	LSE	LSE	450	16	7200	450	16	7200
FRAC	GUN SCHOOL	GUN SCHOOL	70	4	280	70	4	280
COMPUTER SLIDE/TAPEOM TRAINING	PILOT TRAINING	PILOT CBT/SLIDETAPE	79	200	15800	79	200	15800
COMPUTER SLIDE/TAPE	A/C TRAINING	AIRCREW CBT/SLIDETAPE	70	200	1400	70	200	1400

CCN: 171-30

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
AIRCRAFT	PILOT/AIRCREW	OPERATIONAL	149	60	8940	149	60	8940
FRAC	GUN	OPERATIONAL	70	4	280	70	4	280

23.b. Assuming that the 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.

HELSUPPRON THREE IS EQUIPMENT LIMITED. THE SQUADRON IS LIMITED BY THE NUMBER OF AIRCRAFT AND COMPUTER BASED TRAINING AIDS.

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

N/A

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

N/A

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

N/A

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **COMHELTACWINGPAC - CONTINUED.**

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
09822	171-10	CLASSROOM (20)	2	40	18,400
09822	171-10	CLASSROOM (10)	2	20	9,200
09822	171-10	CLASSROOM (6)	1	6	2,760
09822	171-20	LABS (20)	2	40	55,200
09822	171-20	LABS (10)	2	20	27,600
09822	171-20	LABS (6)	1	6	8,280
09822	171-20	**TOTAL LABS**	5	66	91,080
09822	171-10	**TOTAL CLASSROOMS**	5	66	30,360

[1]Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

NOTES: CLASS HOURS: 2 HOURS
LAB HOURS: 6 HOURS
DAYS: 230 DAYS
125 WEEKEND
10 HOLIDAY

460 HOURS = 2 X 230
1380 HOURS= 6 X 230

CCN:
171-10 CLASSROOM
171-20 LAB
171-35 OPERATIONAL

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time 8required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
FRAMP	AD	H46	40	60	2400	53	60	3180
FRAMP	AM	H46	45	60	2700	75	60	4500
FRAMP	AE	H46	20	68	1360	31	68	2180
FRAMP	AT	H46	15	60	900	18	60	1080
FRAMP	PLANE CAPTAIN	H46	36	42	1512	36	42	1512

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
FRAMP	AD	H46	40	240	9600	53	240	12720
FRAMP	AM	H46	45	240	10800	75	240	18,000
FRAMP	AE	H46	20	272	5440	31	272	8432
FRAMP	AT	H46	15	240	3600	18	240	4320
FRAMP	PLANE CAPTAIN	H46	36	168	6048	36	168	6048

AD = 30 DAYS
AM = 30 DAYS
AE = 34 DAYS
AT = 30 DAYS
PC = 21 DAYS

23.b. Assuming that the 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.

NONE

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

N/A

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

NONE

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

LIMITED INSTRUCTORS TO STUDENT RATIO OF 1:4 THE NEED FOR MORE INSTRUCTORS IS REQUIRED.

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **COMHSWINGPAC**.

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
65557	171-10	CLASSROOM A	8	20	576,000
65557	171-10	CLASSROOM B	5	6	108,000
65557	171-10	CLASSROOM C	1	40	144,000
65557	171-35	OP OFT/WST	2	4	28,800
65557	171-35	OP TTT	2	4	28,800
65557	171-35	OP AT	4	2	28,800
65557	171-35	OP SOT	2	2	14,400

[1]Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

FORMULA:

TOTAL NUMBER OF CLASSROOMS X CAPACITY X 300 DAYS X 12 HOURS.

I.E.,: 8 X 20 X 300 X 12 = 576,000
5 X 6 X 300 X 12 = 108,000
1 X 40 X 300 X 12 = 144,000
2 X 4 X 300 X 12 = 28,800
2 X 2 X 300 X 12 = 14,400

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
CLASSROOM	H-60 PILOT	CLASSROOM CAT IV	9	309	2781	15	464	4171
CLASSROOM	H-60 PILOT	CLASSROOM CAT V	18	381	6858	27	571	10287
CLASSROOM	H-60 PILOT	CLASSROOM CAT II	1	319	319	2	478	478
CLASSROOM	AW IUT	CLASSROOM	7	360	2520	11	540	3780
CLASSROOM	AW	CLASSROOM CAT 5	18	196	3528	27	294	5292
CLASSROOM	AW	CLASSROOM CAT 1	17	352	5984	27	528	8976
CLASSROOM	CAT 1	CLASSROOM CAT 1	31	503	15593	46	752	23389
CLASSROOM	HS-60 PILOT	CLASSROOM CAT IUT	6	54	324	9	81	486
CLASSROOM	H-60 PILOT	CLASSROOM HITS	10	729	7290	15	1094	10935
CLASSROOM	H-60	CLASSROOM CSAR	107	64	6848	161	96	10272

CCN: 171-35

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
OPERATIONAL	H-60 PILOT	OPERATIONAL CAT IV	9	36	324	15	54	486
OPERATIONAL	H-60 PILOT	OPERATIONAL CAT V	18	68	1224	27	102	1836
OPERATIONAL	H-60 PILOT	OPERATIONAL CAT II	1	61	61	2	92	92
OPERATIONAL	AW IUT	OPERATIONAL	7	51	357	11	72	536
OPERATIONAL	AW	OPERATIONAL CAT V	18	49	882	27	74	1323
OPERATIONAL	AW	OPERATIONAL CAT I	17	57	969	27	86	1454
OPERATIONAL		OPERATIONAL CAT I	31	76	2356	46	114	3534
OPERATIONAL	HS-60 PILOT	OPERATIONAL CAT IUT	6	21	126	9	32	189

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
FLIGHT	H-60 PILOT	FLIGHT CAT IV	9	46	416	15	69	624
FLIGHT	H-60 PILOT	FLIGHT CAT V	18	64	1152	27	98	1728
FLIGHT	H-60 PILOT	FLIGHT CAT II	1	41	41	2	61	61
FLIGHT	AW IUT	FLIGHT	7	45	315	11	67	472
FLIGHT	AW	FLIGHT CAT V	18	38	684	27	57	1026
FLIGHT	AW	FLIGHT CAT I	17	47	799	27	71	1200
FLIGHT		FLIGHT CAT I	31	62	1922	46	93	2883
FLIGHT	IUT	FLIGHT	6	21	126	9	32	189

23.b. Assuming that the 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.

GROWTH CAPACITY IS 50% OVER EXISTING LEVEL. CURRENT CURRICULA ARE BASED ON 8-HOUR STUDENT DAYS YET FACILITIES AND TRAINING CAN BE USED FOR 12.

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

N/A

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

N/A

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

NONE.

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **FASOTRAGRUPAC**.

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
09191	171-10	AMAMT TRAINING	6	72	138,240
09191	171-10	NALCOMIS/SE	7	70	134,400
09191	171-10	AIRCREW	7	63	120,960
09191	171-10	COMPUTER TRAINING	3	21	40,320
09191	171-10	NITRAS AND MISC	1	14	26,880
09191	171-20	SURVIVAL* TRAINING	2	75	288,000

[1]Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

NOTES:

- NUMBER OF STUDENTS X 8 HRS DAY X 240 DAYS = CAPACITY
  NUMBER OF STUDENTS PER CLASS = TOTAL NUMBER OF CLASSES DIVIDED INTO CAPACITY

* THIS TRAINING HAS ONE CLASS OF 55 STUDENTS AND ONE CLASS OF 20 STUDENTS, AND THERE ARE TWO SHIFTS INVOLVED
(I.E., STUDENTS X 16 HOURS DAY X 240 DAYS = CAPACITY)

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
AMAMT TRAINING	FASOTRAGRUPAC	AVIATION MAINT	1,836	712	1,307,232	1,144	504	576,576
NALCOMIS/SE	FASOTRAGRUPAC	AVIATION MAINT	349	162	56,538	828	402	332,856
AIRCREW	FASOTRAGRUPAC	AIRCREW	682	712	485,584	699	720	503,280
COMPUTER TRAINING	FASOTRAGRUPAC	MICRO-COMPT	949	128	121,472	1,154	144	166,176
GENERAL	FASOTRAGRUPAC	NITRAS AND MISC	90	24	2,160	72	24	1,728

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
SURVIVAL	FASOTRAGRUPAC	BASIC SURVIVAL	2,364	72	170,200	2,100	72	151,200
ADVANCED SERE	FASOTRAGRUPAC	ADVANCED SEMINAR	330	24	7,920	270	24	6,480
DEST	FASOTRAGRUPAC	DESERT ENVIRON. SURVIVAL	200	16	3,200	200	16	3,200
IUT FOR BASIC	FASOTRAGRUPAC	IUT FOR BASIC	NEW	NEW	NEW	30	64	1,920

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

INCREASE FM DATA CALL # 6 SUBMISSION INCLUDES 40 HOURS OF COURSE TRAINING AT THE REMOTE TRAINING SITE, WARNER SPRINGS AND 32 HOURS OF TRAINING AT NORTH ISLAND FOR A TOTAL COURSE LENGTH OF 72 HOURS

23.b. Assuming that the 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.

FASOTRAGRUPAC COULD INCREASE AVIATION MAINTENANCE, AIRCREW/ASW AND COMPUTER TRAINING, 25% BY ADDING SOME SHIFT WORK AND SCHEDULING CHANGES. WITH AN INCREASE OF OPERATION FUNDING THIS COULD BE 108,480 STUDENT HOURS. NITRAS AND GENERAL TRAINING COULD BE INCREASED BY 50% WITH NO CONSTRAINTS.

SURVIVAL TRAINING COULD DOUBLE PROJECTED OUTPUT WITH NO OTHER CONSTRAINTS. CLASSROOMS ARE USED 4 DAYS FOR THE BASIC COURSE AND 3 DAYS FOR THE ADVANCED COURSE. TRAINING COULD BE OVERLAPPED TO ACCOMMODATE A DOUBLE CLASS EACH WEEK.

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

N/A

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

N/A

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

N/A

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT - NAS NORTH ISLAND**.

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
44326	171-10	ACADEMIC CLASSROOM	2	40	112,000*

[1]*Personnel* Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

* 40 STUDENTS X 8 HRS/DAY X 350 DAYS

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23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
ACADEMIC CLASSROOM	SE LICENSE	INST/OJT	865	4	3,460	950	4	3,800

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

23.b. Assuming that the 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.

CLASSROOM/FACILITIES ARE CURRENTLY OPERATING AT MAXIMUM LEVELS.

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

N/A

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

N/A

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

LIMITING FACTORS WOULD BE ELIMINATED WITH INCREASED PERSONNEL AND MATERIAL RESOURCES.

PERSONNEL SUPPORT

CNAP CHANGED 9405

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **SEABASED WEAPONS AND TACTICS SCHOOL (SWATS).**

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
47721	171-10	ACADEMIC CLASS	4	78	212,160
47721	171-20	PRACTICAL CLASS	1	10	27,200

[1]*Personnel* Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

78 STUDENTS X 8 HOURS PER DAY X 340 DAYS PER YEAR = 212,160
10 STUDENTS X 8 HOURS PER DAY X 340 DAYS PER YEAR = 27,200

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23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
ACADEMIC CLASSROOM	TEAM	ADVANCED ASW	78	90	7,020	180	62	11,160
ACADEMIC CLASSROOM	EXEC SWATS	ADVANCED ASW	27	16	432	60	16	960
ACADEMIC CLASSROOM	SCARP	BG TURNAROUND	209	16	3,344	300	16	4,800
ACADEMIC CLASSROOM	TAMPS	OPERATOR	150	2	300	200	2	400
ACADEMIC CLASSROOM	TAMPS	DATABASE ADMIN	29	8	232	50	8	400
AUDITORIUM	RODEO	ADVANCED ASW	535	2	1,070	600	2	1,200
ACADEMIC CLASSROOM	P-CAG	ADV ASW/ASUW	1	40	40	2	40	80
AUDITORIUM	SPEC BRIEF	ADV ASW/ASUW	327	1	327	500	1	500
ACADEMIC CLASSROOM	BEARTRAP	ADV ASW	0	0	0	75	80	6,000
ACADEMIC CLASSROOM	SHARP	BG TURNAROUND	0	0	0	300	16	4,800

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
APPLIC CLASSROOM	TAMPS	OPERATOR	150	14	2,100	200	14	2,800
APPLIC CLASSROOM	TAMPS	DATABASE ADMIN	29	32	928	50	32	160

CCN: 171-35

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
WST	TEAM	ADVANCED ASW	78	20	1,560	180	16	2,880
WST	SCARP	BG TURNAROUND	209	16	3344	300	16	4,800
WST	BEARTRAP	ADVANCED ASW	0	0	0	75	16	1,200
WST	SHARP	BG TURNAROUND	0	0	0	300	16	4,800

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

NOTE: SCARP AND BEARTRAP TRAINING CONDUCTED IN VS WEAPONS SYSTEM TRAINER. SHARP IS CONDUCTED IN THE HSL WST. TEAM TRAINING IS DIVIDED EQUALLY AMONG THE VS, HS, AND HSL WST'S. TRAINERS ARE "OWNED" BY THEIR RESPECTIVE TYPE WINGS.

CCN: 143-15

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
RANGE OPS CTR	TEAM	ADVANCED ASW	78	10	780	180	10	1,800
RANGE OPS CTR	RODEO	ADVANCED ASW/ASUW	119	14	476	140	10	1,400

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

NOTE: RANGE OPERATIONS CONDUCTED AT THE SCORE RANGE OPERATIONS CENTER.

23.b. Assuming that the 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.

WITH THE CURRENT PHYSICAL PLANT, SWATS COULD ADD 520 HOURS PER YEAR OF TAMPS TRAINING. SWATS COULD ALSO ADD APPROXIMATELY 1,500 HOURS OF CLASSROOM INSTRUCTION IN ADVANCED ASW AND ASUW.

23.c. Assume all **planned MILCON** in Presidential Budget 1995 through FY 1997 and BRACON is completed as scheduled. What **additional training capacity** (in student hours per year) will be gained? Provide budgeted cost and details of all additional capacity calculations.

N/A

23.d. What additional unfunded MILCON requirements could be added to increase training capacity? Provide the estimated cost and capacity gained and the basis of the values.

N/A

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

LIMITING FACTORS FOR ADDITIONAL INSTRUCTION ARE (IN ORDER):
- AVAILABILITY OF SUBMARINE SERVICES FOR ADVANCED ASW TRAINING IN THE TEAM CLASS.
- AVAILABILITY OF WEAPONS SYSTEM TRAINERS FOR SCARP, SHARP AND BEARTRAP COURSES.
- LIMITED AVAILABILITY OF FLIGHT HOURS FOR SQUADRONS TO DEVOTE TO ADVANCED TRAINING.

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **WEAPONS TRAINING GROUP**.

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
63013	171-10	CLASSROOM #112	1	18	37,440
63013	171-10	CLASSROOM #209	1	30	62,400
63013	171-10	CLASSROOM #221	1	24	49,920
63013	171-10	CLASSROOM #229	1	44	91,520
63013	171-10	CLASSROOM #233	1	18	37,440
63013	171-10	CLASSROOM #235	1	19	39,520
63013	171-10	CLASSROOM #239	1	18	37,440
63013	171-10	CLASSROOM #241	1	57	118,560
63013	171-10	TOMAHAWK BAYS	3	45	93,600

[1] *Personnel* Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

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NOTES:

* WPNTRAGRU IS THE ONLY FACILITY ON THE WEST COAST THAT CONDUCTS NUCLEAR WEAPONS TRAINING, ASSIST VISITS, AND INSPECTIONS, AND IS THE HEADQUARTERS FOR ALL NAVY NUCLEAR WEAPONS TRAINING/INSPECTIONS. THERE IS A SMALL DETACHMENT IN NORFOLK.

* WPNTRAGRU IS THE ONLY FACILITY IN THE NAVY THAT CONDUCTS TOMAHAWK HANDLING, ENCAN AND DECAN TRAINING.

* # STUDENTS X 8 HRS PER DAY X 260 DAYS PER YEAR = CAPACITY

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

CCN: 171-10

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Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
SHORE SITE	K-644-9023	TAV	30	24	720	1,200	40	48,000
CV	K-644-9013	TAV	40	24	960	0	0	0
CG/DD	K-644-9024	TAV	400	160	64,000	400	160	64,000
SSN	K-644-9041	TAV	70	24	1,680	70	24	1,680
SSBN	K-644-9041	TAV	0	0	0	720	72	51,840
SHORE SITE	MOD 1 WARHEADING	CLASSROOM/ HANDLING	16	240	3,840	16	240	8,840
SHORE SITE	MOD 2 ENCAN/DECAN	CLASSROOM/ HANDLING	31	200	*6,200*	31	200	*6,200*
SHORE SITE	TOMAHAWK SUPERVISOR	CLASSROOM	0	0	0	100	40	4,000
SHORE SITE	J-2G-0906	CLASSROOM	60	32	1,920	60	32	1,920
SHORE SITE	J-2G-0908	CLASSROOM	47	32	1,504	47	32	1,504
SHORE SITE	J-8A-0913	CLASSROOM	41	20	820	41	20	820

SHORE SITE	K-644-9031	CLASSROOM	21	40	840	21	40	840
SHORE SITE	K-644-9042	CLASSROOM	1	20	20	1	20	20
SHORE SITE	K-2G-9047	CLASSROOM	41	16	656	41	16	656
SHORE SITE	K-2G-9032	CLASSROOM	140	24	3,360	140	24	3,360
SHORE SITE	MOD#1 - TOMAHAWK AUR MISSILE WARHEADING PROCEDURES	CLASSROOM	32	96	3,072	32	96	3,072
SHORE SITE	MOD #2 - TOMAHAWK AUR VLS ENCAN/DECAN HANDLING PROCEDURES	CLASSROOM	32	80	2,560	32	80	2,560
SHORE SITE	MOD #3 - TOMAHAWK AUR MAINTENANCE PROCEDURES (CLS/CCLS/TTL/ VLS)	CLASSROOM	32	40	1,280	32	40	1,280
SHORE SITE	MOD #4 - TOMAHAWK AUR CLS/CCLS/TTL LOADING AND HANDLING TRAINING	CLASSROOM	32	32	1,024	32	32	1,024
SHORE SITE	MOD #5 - TOMAHAWK SUPERVISOR AND MGRS COURSE	CLASSROOM	40	96	3,840	40	96	3,840
SHORE SITE	MOD #6 - TOMAHAWK CROSSDECK HANDLING TEAM TRAINING	CLASSROOM	32	24	768	32	24	768
SHORE SITE	MOD #7 - SPECIAL WEAPONS MAINT, HANDLG, STOW, AND TRANSSHIPMENT	CLASSROOM	10	96	960	10	96	960

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

CNAP CHANGED 9405

24.a. 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.

Table 24.1

Change N-644-CAF MAY 94

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
P 774 E1-E4/ 721-11	121	67	121	**6,030**	0	0	0	0
P 775 E1-E4/ 721-11	93	51	93	**4,590**	0	0	0	0
P 776 E1-E4/ 721-11	121	67	121	**6,030**	0	0	0	0
P 777 E1-E4/ 721-11	121	67	121	**6,030**	0	0	0	0
P 779 E1-E4/ 721-11	142	48	142	**4,320**	0	0	0	0
P 780 E1-E4/ 721-11	142	48	142	**4,320**	0	0	0	0
P 781 E1-E4/ 721-11	142	48	142	**4,320**	0	0	0	0
P 782 E1-E4/ 721-11	142	48	142	**4,320**	0	0	0	0
P 783 E1-E4/ 721-11	504	252	0	0	504	**22,680**	0	0
P 787 E1-E4/ 721-11	504	252	0	0	504	**22,680**	0	0
P 864 E1-E4/ 721-11	310	155	0	0	310	**13,950**	0	0

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
P 1501 E7-E9/ 721-12	11	11	11	**2,970**	0	0	0	0
P 1501 E1-E6(T)/ 721-12	114	57	114	**7,695**	0	0	0	0
P 1502 E1-E6(T)/ 721-12	136	68	136	**9,180**	0	0	0	0
P 1505 E7-E9(T)/ 721-12	16	16	16	**4,320**	0	0	0	0
P "F" E7-E9(GB)/ 721-13	40	40	0	0	40	**3,600**	0	0
P 861 E1-E4/ 721-11	*156*	*52*	*156*	*14,400*	0	0	0	0
P "I" O5-O10(T)/ 724-11	16	16	16	**7,360**	0	0	0	0
P ANNEX 01-02(T)/	34	34	34	**8,500**	0	0	0	0
P 572 01-04(T)/ 724-11	32	32	32	**14,720**	0	0	0	0
(DUTY RMS/GB) 01-05	52	17	0	0	0	0	52	**1,224**
P 1521 01-06(T)/ 724-12	32	32	32	**14,720**	0	0	0	0

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
P 1521 01-06(P)/ 724-12	10	10	10	**4,600**	0	0	0	0
P 1522 01-06(T)/ 724-11	40	40	40	**16,000**	0	0	0	0
P 1523 01-06(T)/ 724-12	18	18	18	**8,220**	0	0	0	0
P 1524 01-06(T)/ 724-12	18	18	18	**8,220**	0	0	0	0
P 1525 01-06(P)/ 724-12	16	16	16	**7,320**	0	0	0	0
P 1526 01-06(P)/ 724-12	18	18	18	**8,280**	0	0	0	0

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

A. FACILITY TYPE/CODE: BEQ: PERMANENT/72113 BOQ: PERMANENT/72411

B. WHAT MAKES IT INADEQUATE?

BEQ: PHYSICAL PLANT OF BUILDING IS CLASSIFIED AS SUBSTANDARD. BUILDING IS INADEQUATE BY SQUARE FOOT AND AMENITY STANDARDS. THE AGE AND CONDITION OF THE BUILDING CONTRIBUTE TO THIS RATING.

BOQ: PHYSICAL PLANT OF BUILDING IS CLASSIFIED AS SUBSTANDARD. a PORTION OF THE BUILDING IS INADEQUATE BY USAGE DUE TO SQUARE FOOT AND AMENITY STANDARDS. THE AGE AND CONDITION OF THE BUILDING CONTRIBUTE TO THIS RATING.

C. WHAT USE IS BEING MADE OF THE FACILITY?

BEQ: IT IS USED FOR GEOGRAPHICAL BACHELOR PERSONNEL IN PAYGRADES E7-E9.

BOQ: IT IS USED FOR GEOGRAPHICAL BACHELOR PERSONNEL IN PAYGRADES 01-06 AND FOR SQUADRON DUTY ROOMS.

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

BEQ: UNKNOWN.
BOQ: CURRENT ESTIMATE ON SPECIAL PROJECT TO RENOVATE/UPGRADE IS $2.1 MILLION.

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

UNKNOWN

F. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:

BOQ: SPECIAL PROJECT TO RENOVATE/UPGRADE IN FY94.

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

BEQ: YES
BOQ: YES

24.c. 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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Change N4644-CPF MAY 94

Table 24.2

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
P 774 E1-E4/ 721-11	96	48	96	**4,320**	0	0	0	0
P 775 E1-E4/ 721-11	72	36	72	**3,240**	0	0	0	0
P 776 E1-E4/ 721-11	96	48	96	**4,320**	0	0	0	0
P 777 E1-E4/ 721-11	96	48	96	**4,320**	0	0	0	0
P 779 E1-E4/ 721-11	96	48	96	**4,320**	0	0	0	0
P 780 E1-E4/ 721-11	96	48	96	**4,320**	0	0	0	0
P 781 E1-E4/ 721-11	96	48	96	**4,320**	0	0	0	0
P 782 E1-E4/ 721-11	142	48	142	**4,320**	0	0	0	0
P 783 E1-E4/ 721-11	504	252	0	0	*504*	**22,680**	0	0
P 787 E1-E4/ 721-11	504	252	0	0	*504*	**22,680**	0	0
P 864 E1-E4/ 721-11	310	155	0	0	310	**13,950**	0	0
P 1501 E5-E6(T)/ 721-12	68	68	68	**9,180**	0	0	0	0

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
P 1502 E1-E4(T)/ 721-12	68	34	68	**3,060**	0	0	0	0
P 1502 E5-E6(T)/ 721-12	34	34	*34*	**3,590**	0	0	0	0
P 1505 E7-E9/ 721-12	16	16	16	**6,400**	0	0	0	0
P "F" E7-E9(GB)/ 721-13	40	40	0	0	40	**3,600**	0	0
P "I" 05-010(T)/ 724-11	16	16	16	**7,360**	0	0	0	0
P ANNEX 01-02(T)	20	20	20	**9,200**	0	0	0	0
P 572 01-04(T)/ 724-11	49	49	49	**22,540**	0	0	0	0
P 1521 01-06(T)/ 724-12	32	32	32	**14,720**	0	0	0	0
P 1521 01-06(P)/ 724-12	10	10	10	**4,600**	0	0	0	0
P 1522 01-06(T)/ 724-11	40	40	40	**16,000**	0	0	0	0
P 1523 01-06(T)/ 724-12	18	18	18	**8,280**	0	0	0	0

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
P 1524 01-06(T)/ 724-12	18	18	18	**8,280**	0	0	0	0
P 1525 01-06(P)/ 724-12	16	16	16	**7,360**	0	0	0	0
P 1526 01-06(P)/ 724-12	18	18	18	**8,280**	0	0	0	0

24.d. 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: BEQ: BLDG. F PERMANENT/72113

B. WHAT MAKES IT INADEQUATE? BEQ: PHYSICAL PLANT OF BUILDING IS CLASSIFIED AS SUBSTANDARD. BUILDING IS INADEQUATE BY SQUARE FOOT AND AMENITY STANDARDS. THE AGE AND CONDITION OF THE BUILDING CONTRIBUTE TO THIS RATING.

C. WHAT USE IS BEING MADE OF THE FACILITY?
BEQ: IT IS USED FOR GEOGRAPHICAL BACHELOR PERSONNEL IN PAYGRADES E7-E9.

D. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
BEQ: UNKNOWN

E. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
N/A

F. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
N/A

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

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

Table 25.1

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
ENLISTED DINING FACILITY CCN# 72210 BLDG. 794	25,972	500	5000	N/A	N/A	N/A	N/A	872

DINING FACILITY IS SUFFICIENT TO HANDLE ADDITIONAL CUSTOMERS.

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

N/A

a. FACILITY TYPE/CODE:
B. WHAT MAKES IT INADEQUATE?
C. WHAT USE IS BEING MADE OF THE FACILITY?
D. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
E. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
F. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
G. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

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

Table 25.2

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
ENLISTED DINING FACILITY CCN# 72210 BLDG. 794	25,972	500	5,000	0	0	0	0	1,112

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

N/A

A. FACILITY TYPE/CODE:
B. WHAT MAKES IT INADEQUATE?
C. WHAT USE IS BEING MADE OF THE FACILITY?
D. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
E. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
F. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
G. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

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

Table 26.1

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+				
Officer	3				
Officer	1 or 2				
Enlisted	4+				
Enlisted	3				
Enlisted	1 or 2				
Mobile Homes					
Mobile Home lots					

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the housing is inadequate; indicate how the housing is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds.

NAS NORTH ISLAND DOES NOT HAVE ANY MILITARY FAMILY HOUSING ASSIGNED TO OUR PLANT ACCOUNT. WILL BE REPORTED ON PWC SAN DIEGO DATA CALL.

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

ALL GOVERNMENT QUARTERS ARE ON THE PUBLIC WORKS CENTER, SAN DIEGO PLANT ACCOUNT - UIC 63387

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

CNAP CHANGED 9405

Table 28.1

	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)	34 MW	**N/A**	409 MWH/DAY* 10-29 MW PK	62MW
Natural Gas (CFH)	**N/A**	**N/A**	164 KCF/DAY*	**273 KCF/DAY**
Sewage (GPD)	**N/A**	**N/A**	1124 KGAL/DAY*	**3MGD**
Potable Water (GPD)	**N/A**	**N/A**	1740 KGAL/DAY*	**4MGD**
Steam (PSI & lbm/Hr)	138 MBTU/HR	**N/A**	1146 MBTU/DAY*	138 MBTU/HR
Long Term Parking	1,904	**N/A**	**N/A**	**N/A**
Short Term Parking	18,909	**N/A**	**N/A**	**N/A**

* - BASED ON FY93 CONSUMPTION

29. Provide the maintenance, repair, and equipment expenditure data indicated in the following table for FYs 1985 - 1997

Table 29.1

Activity: UIC:

Fiscal Year	MRP ($) [1] ($000)	CPV ($) [2]	ACE ($) [3]
FY1985	7725.0	25,698,000	UNKNOWN
FY1986	6501.0	15,324,000	UNKNOWN
FY1987	7577.9	34,485,000	UNKNOWN
FY1988	7749.4	7,500,000	UNKNOWN
FY1989	7044.0	25,674,000	UNKNOWN
FY1990	5759.0	7,671,000	UNKNOWN
FY1991	10,358.0	5,179,000	UNKNOWN
FY1992	7,888.0	7,988,000	UNKNOWN
FY1993	4,433.0	7,934,000	UNKNOWN
FY1994	10,729.3	0	UNKNOWN
FY1995	6,618.0	512,000	UNKNOWN
FY1996	6,124.0	78,500,000	UNKNOWN
FY1997	6,124.0	74,380,000	UNKNOWN

[1] **MRP:** Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major repairs, and minor construction (non-MILCON). It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition.

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

[3] **ACE:** Acquisition Cost of Equipment is the total cumulative acquisition cost of all "personal Property" equipment which includes the cost of installed equipment directly related to mission execution, such as lab test equipment. Class 2 installed capital equipment that is an integral part of the facility will not be reported as ACE.

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

Table 30.1: **Real Estate Resources**

Site Location: NAS NORTH ISLAND

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	516.37	516.37	20% - 103.27	*0*
Operational	1165.39	1165.39	1165.39	*0*
Training	52.08	52.08	*0*	*0*
R & D	*N/A*	*N/A*	*N/A*	*N/A*
Supply & Storage	159.12	159.12	27.69	*0*
Admin	61.83	61.83	*0*	*0*
Housing	97.71	97.71	75% - 73.28	*0*
Recreational	278.23	278.23	247.93	*0*
Navy Forestry Program	0	**NONE**	**NONE**	*0*
Sensitive Habitat	66.04	66.04	66.04	*0*
Hunting/Fishing Programs	0	*0*	*0*	*0*
Other WATER	406.20	*0*	*0*	*0*
Total:	2,802.97	2,396.77	1,683.6	*0*

NOTE: AREAS SHOWN AS DEVELOPABLE BUT RESTRICTED ARE ENCUMBERED BY AIRFIELD SAFETY CRITERIA, BIOLOGICAL MITIGATION AREAS, AND OPERATIONAL CONSIDERATIONS.

Change N4644-CPF MAY 94

Naval Station Capacity Analysis Data Call UIC: 00246

Site Location: OLF IMPERIAL BEACH

[redacted]
Change
N4644-
OLF
MAY 94

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	.12	.12		.12
Operational	466.10	466.10	466.10	
Training	.12	.12		.12
R & D	N/A			
Supply & Storage	42	42		42
Admin	N/A			
Housing	N/A			
Recreational	N/A			
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	315.33		315.33	
Hunting/Fishing Programs	N/A			
Other: Estuary/Wetlands Slough and Department of Labor	578.42		578.42	
Total:	1401.97	508.34	1359.85	42.24

NOTE: AREAS SHOWN AS DEVELOPABLE BUT RESTRICTED ARE ENCUMBERED BY AIRFIELD SAFETY CRITERIA, BIOLOGICAL MITIGATION AREAS, AND OPERATIONAL CONSIDERATIONS.

Naval Station Capacity Analysis Data Call UIC: 00246

Site Location: NALF SAN CLEMENTE ISLAND

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	.33	.33		.33
Operational	75	75	75	
Training	562	562	562	
R & D	1.28	1.28		1.28
Supply & Storage	.81	.81		.81
Admin	.16	.16		.16
Housing	2.45	2.45		2.45
Recreational	1.19	1.19		1.19
Navy Forestry Program	0			
Navy Agricultural Outlease Program	0			
Hunting/Fishing Programs	0			
Other:	34,896.78		24,225	
Total:	35,540	643.22	24,862	6.22

NOTED: ARCH SITE #7600 - DISPERSED THRU-OUT - 625A
BOMBARDMENT RANGE - 23,600A

Weapons and Munitions Capacity

31. Does your activity performs any stowage or maintenance on any of the following ordnance commodities types: (Y/N) YES

(If YES, answer the question 31.a through 31.d; if NO skip to question 32)

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

31. Ordnance Stowage and Support

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

CNAP Changed 9405

Table 31.1: **Total Facility Ordnance Stowage Summary**

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
528	*	50		200	*	1000
529		900		1,000		1000
532		1,000		1,000		1,000
547		704		1,056 75%		1,408
745		9,000 90%		10,000		10,000
746		2,800 40%		4,200		7,000
756		625		938		1,250
757		625		938		1,250
758		1,000		1,250		1,250
759		313		625		1,250
760		938		1,125		1,250
1404		1,000		1,125		1,250
1405		1,125		1,125		1,250
1406		1,188		1,125		1,250
1407		938 75%		1,063 85%		1,250
1408		750		938		1,250
1409		750		938		1,250
1410		688		938		1,250
1411		938		1,250		1,250
1412		375		625		1,250

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
1413		938		1,250		1,250
1414		1,125		1,250		1,250
1415		938		1,250		1,250
1416		1,063 85%		1,250 100%		,250
1417		1,063		1,250 100%		1,250
1418		1,250 100%		1,250 100%		1,250
1419		1,000		1,250 100%		1,250
1421		625		938		1,250
1422		563 45%		938 75%		1,250
1437		1,125		1,250 100%		1,250
1438		1,125 90%		1,250		1,250
1439		1,125 90%		1,250		1,250
1490		90%		4,700		4,700
1491		3,525		4,700		4,700
1492		3,525		4,230		4,700
714		1,500		1,500		1,500
715		1,500 100%		1,500 100%		1,500
716		1,500 100%		1,500 100%		1,500
717		750		1,125		1,500

NOTES:

*** = NAS North Island tracks weapons storage by percent of available square feet for explosives/inert ammunition per NAVSEA requirements.**

31.b For each Stowage facility identified in question 31.a above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

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

Table 31.2: **Total Facility Ordnance Stowage Summary**

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
528, 529, 532	AMMUNITION AND EXPLOSIVES	FLEET COMMITMENT	AMMUNITION AND EXPLOSIVES
5-47 E/C NSI EARTH COVERED, STANDARD IGLOO	AMMUNITION AND EXPLOSIVES	FLEET COMMITMENT	AMMUNITION AND EXPLOSIVES
756 THRU 760 EARTH COVERED, STANDARD IGLOO	AMMUNITION AND EXPLOSIVES	FLEET COMMITMENT	AMMUNITION AND EXPLOSIVES
1404 THRU 1419 EARTH COVERED, STANDARD IGLOO	AMMUNITION AND EXPLOSIVES	FLEET COMMITMENT	AMMUNITION AND EXPLOSIVES
1421, 1422 EARTH COVERED, STANDARD IGLOO	AMMUNITION AND EXPLOSIVES	FLEET COMMITMENT	AMMUNITION AND EXPLOSIVES
1490, 1491, 1492 E/CSB	AMMUNITION AND EXPLOSIVES	FLEET COMMITMENT	AMMUNITION AND EXPLOSIVES
714 THRU 717 EARTH COVERED, STANDARD IGLOO	AMMUNITION AND EXPLOSIVES	FLEET COMMITMENT	AMMUNITION AND EXPLOSIVES
745, 746 A/GWH	INERT HANDLING SUPPORT EQUIPMENT	FLEET SUPPORT	INERT HANDLING SUPPORT EQUIPMENT
765 A/GWH	SUPPORT EQUIPMENT	SUPPORT OF OPERATIONS	SUPPORT EQUIPMENT

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

Table 31.3: **Facility Rated Status**

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
1404	1.1	1000 (12)	YES	NO	N/A
1405	1.4	30000 (08)	YES	NO	N/A
1406	1.4	15000 (08)	YES	NO	N/A
1407	1.4	10000 (08)	YES	NO	N/A
1408	1.3	30000 (12)	YES	NO	N/A
1409	1.1	30000 (12)	YES	NO	N/A
1410	1.3	30000 (12)	YES	NO	N/A
1411	1.1	30000 (12)	YES	NO	N/A
1412	1.1	30000 (08)	YES	NO	N/A
1413	1.3	20000 (08)	YES	NO	N/A
1414	1.3	13000 (08)	YES	NO	N/A
1415	1.1	30000 (08)	YES	NO	N/A
1416	1.1	30000 (12)	YES	NO	N/A
1417	1.1	30000 (12)	YES	NO	N/A
1418	1.2	30000 (12)	YES	NO	N/A
1419	1.1	30000 (12)	YES	NO	N/A
1421	1.1	20000 (08)	YES	NO	N/A
1422	1.1	12000 (08)	YES	NO	N/A
1437	1.1	30000 (12)	YES	NO	N/A
1438	1.1	30000 (12)	YES	NO	N/A
1439	1.4	30000 (12)	YES	NO	N/A
1490	1.1	30000 (12)	YES	NO	N/A
1491	1.1	30000 (04)	YES	NO	N/A
1492	1.1	30000 (08)	YES	NO	N/A
528	1.1	1000 (12)	YES	NO	N/A

529	1.1	30000 (12)	YES	NO	N/A
532	1.1	30000 (12)	YES	NO	N/A
545	N/A	0	YES	NO	N/A
547	1.1	30000 (12)	YES	NO	N/A
714	1.3	30000 (12)	YES	NO	N/A
715	1.3	30000 (12)	YES	NO	N/A
716	1.3	30000 (12)	YES	NO	N/A
717	1.3	30000 (12)	YES	NO	N/A
745	N/A	0	YES	NO	N/A
746-A	N/A	0	YES	NO	N/A
746-C	N/A	0	YES	NO	N/A
756	N/A	0	YES	NO	N/A
757	N/A	30000 (12)	YES	NO	N/A
758	1.4	PHYS CAP	YES	NO	N/A
759	N/A	30000 (12)	YES	NO	N/A
760	N/A	0	YES	NO	N/A

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

- RUNWAY 36 INTERFERES WITH MAGAZINES 758, 759, AND 760 FOR ESQD AND NEW.

- OTHER INHABITED BUILDINGS WITHIN THE WEAPONS COMPOUND RESTRICT OUR MAXIMUM ESQD WITH MAXIMUM NEW.

- EXPLOSIVE WAIVER ON QUAYWALL DUE TO 10 BUILDINGS IN EXPLOSIVE ARC.

- EXPLOSIVE WAIVER ON RED LABEL AREA DUE TO 5 BUILDINGS IN EXPLOSIVE ARC.

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

Table 31.5: **Related Ordnance Support**

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	*YES*	***MK46 TORPEDOES***	***SEE NOTE 1***
Testing	*YES*	***MK46 TORPEDPES***	***SEE NOTE 1***
Manufacturing	NO	-	-
Outload	YES	AMMUNITION AND EXPLOSIVES	DIRECT LABOR 37,567; REIMBURSABLE; LABOR - 17,825
Technical Support	NO	-	-

NOTE 1: DIRECT LABOR MANHOURS EXPENDED IN SUPPORT OF MK46 TORPEDO I-LEVEL MAINTENANCE IS 42,156 HOURS FOR FY94 YTD.

Change N4644-CPF MAY 94

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

RUNWAY 29 (1) RADAR AND TACAN FINAL APPROACH COURSE OFFSET 8 DEGREES TOWARD OCEAN, AND (2) VISUAL APPROACH FINAL FLIGHT PATH REQUIRED TO REMAIN SOUTH OF TACAN RADIAL 125. BOTH RESTRICTIONS DUE TO NOISE ABATEMENT.

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

- NAS = CLASS B RUNWAY. DESIGNED TO HANDLE ALL AIRCRAFT
- NOLF IMPERIAL BEACH = CLASS A RUNWAY - USED FOR HELICOPTERS
- NALF SAN CLEMENTE ISLAND = CLASS B RUNWAY. DESIGNED TO HANDLE ALL AIRCRAFT

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

Table 34.1

Airfield	# Flight Ops/Hr		Comments on Limiting Factors
	IMC	VMC	
Main NASNI	30	100	NOISE ABATEMENT POLICIES 'CONTINUED'
Auxiliary NOLF IMPERIAL BEACH_	10	70	(1) ONE (OF TWO) RUNWAYS LIGHTED (2) NOISE ABATEMENT POLICIES
Auxiliary NALF SAN CLEMENTE ISLAND	4.88	10.19	*NONE*
Auxiliary N/A	-	-	-

NOTE:

1. OTHER LIMITS ARE LINDBERGH/FAA AIRSPACE NORTH, EAST AND ABOVE. PATTERNS FURTHER RESTRICTED BY CLOSE PROXIMITY OF CITY OF CORONADO AND POINT LOMA RESIDENTIAL AREAS.

Change N4644-CPF MAY 94

32. Do you have the ability to operate and maintain naval aircraft? (Y/N) YES
(If YES, answer questions 33 through 48: if NO data call is complete.)

33a. For the **main airfield and each auxiliary airfield,** answer the following questions:

Airfield Name MAIN - HALSEY FIELD, NAS NORTH ISLAND
AUXILIARY - REAM FIELD, NOLF IMPERIAL BEACH
NALF - FREDERICK SHERMAN FIELD, SAN CLEMENTE, ISLAND

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

Table 33.1

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
NASNI - 11-29	7,500	300	DUAL TANDEM 322,000 LBS	X				TWO E-28
NASNI - 18-36	8,000	200	DUAL TANDEM 358,000 LBS		X			TWO E-28
NOLF IMPERIAL BEACH - 8-26	2,239	150	DUAL 51,000 LBS				X	N/A
NOLF IMPERIAL BEACH - 9-27	4,999	340	DUAL 72,000 LBS		X			*NONE*
NALF SAN CLEMENTE ISLAND 05-23	9,300	200	DUAL TANDEM 385,000 LBS		X			TWO E-28

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

Change N4644-CPF MAY 94

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

Table 33.2

Apron/ramp/taxiway Location - ID	SF	Comp.	Load Bearing Capacity	Comments
APRON #1	**800,000**	8" PCC*	DUAL WHEEL - 141,000; DUAL TANDEM - 290,000	
APRON #2	**900,000**	8" PCC	DUAL WHEEL - 141,000; DUAL TANDEM - 290,000	
APRON #3	**550,00**	8" PCC	DUAL WHEEL - 130,000; DUAL TANDEM - 269,000	
APRON #4	**1,120,000**	10" PCC	DUAL WHEEL - 236,000; DUAL TANDEM - 404,000	
APRON #5	**480,000**	8" PCC	DUAL WHEEL - 98,000; DUAL TANDEM - 239,000	
APRON #9	**980,000**	10" PCC	DUAL WHEEL - 141,000 DUAL TANDEM - 290,000	
APRON #10	**240,000**	10" PCC	DUAL WHEEL - 230,000 DUAL TANDEM - 345,000	
APRON #12	**60,000**	9" PCC	DUAL WHEEL - 195,000 DUAL TANDEM - 312,000	
APRON #14	**1,040,000**	10" PCC	DUAL WHEEL - 195,000 DUAL TANDEM - 312,000	
APRON #15	**400,000**	8" PCC	DUAL WHEEL - 141,000 DUAL TANDEM - 290,000	
TAXIWAY #1	**1,100,000**	9" PCC	DUAL WHEEL - 152,000; DUAL TANDEM - 310,000	
TAXIWAY #2	**700,000**	9" PCC	DUAL WHEEL - 123,000; DUAL TANDEM - 185,000	
TAXIWAY #3	**300,000**	9" PCC	DUAL WHEEL - 147,000; DUAL TANDEM - 295,000	
TAXIWAY #4	**160,000**	9" PCC	DUAL WHEEL - 130,000; DUAL TANDEM - 270,000	

Apron/ramp/taxiway Location - ID	SF	Comp.	Load Bearing Capacity	Comments
TAXIWAY #5	**270,000**	9" PCC	DUAL WHEEL - 130,000; DUAL TANDEM - 270,000	
TAXIWAY #6	**90,000**	9" PCC	DUAL WHEEL - 190,000; DUAL TANDEM - 354,000	
TAXIWAY #7	**60,000**	9" PCC	DUAL WHEEL - 181,000; DUAL TANDEM - 341,000	
TAXIWAY #8	**105,000**	12" PCC	DUAL WHEEL - 250,000 DUAL TANDEM - 375,000	
TAXIWAY #9	**165,000**	12" PCC	DUAL WHEEL - 250,000 DUAL TANDEM - 375,000	
TAXIWAY #10	**165,000**	11" PCC	DUAL WHEEL - 230,000; DUAL TANDEM - 345,000	
TAXIWAY #11	**52,500**	9" PCC	DUAL WHEEL - 130,000 DUAL TANDEM - 270,000	
TAXIWAY #12	**75,000**	9" PCC	DUAL WHEEL - 152,000; DUAL TANDEM - 297,000	
NALF SCI APRON 1	**810,300**	CON	DUAL WHELL - 225,000 DUAL TANDEM - 385,000	
NALF SCA TAXIWAY #1	**931,500**	**CONCRETE**	**DUAL WHEEL - 225,000** **DUAL TANDEM - 385,000**	
NOLF IMPERIAL BEACH - APRON #1	**1,610,325**	**CONCRETE**	**DUAL WHEEL - 51,000;** **DUAL TANDEM - 147,000**	

NOTES: * PORTLAND CEMENT CONCRETE
- ALL FIGURES FROM 1977 STUDY - NEW DATA EXPECTED JUNE 1994

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

NO

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

NO

R

Naval Station Capacity Analysis Data Call UIC: 00246

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

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE CHANGE IN 1992 MAIN AIRFIELD NUMBER OF OPERATIONS)

Table 34.2

FY	Main Airfield		Auxiliary Field NOLF IMPERIAL BEACH		Auxiliary Field SAN CLEMENTE ISLAND		Auxiliary Field N/A	
	# Ops	# Days	# Ops	# Days	# Ops.	# Days	# Ops.	# Days
1991	123,520	365	317,204	250	4,802	297	N/A	N/A
1992	126,389 R	365	288,568	250	5,701	311	N/A	N/A
1993	134,391	365	286,512	250	5,355	310	N/A	N/A

R

NOTE: DATA SUPPLIED IN ABOVE TABLE LISTED FOR THE CALENDAR YEAR - NOT MONTHLY.

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

Table 34.2

FY	Main Airfield		Auxiliary Field NOLF IMPERIAL BEACH		Auxiliary Field SAN CLEMENTE ISLAND		Auxiliary Field N/A	
	# Ops	# Days	# Ops	# Days	# Ops.	# Days	# Ops.	# Days
1991	123,520	365	317,204	250	4,802	297	N/A	N/A
1992	122,062	365	288,568	250	5,701	311	N/A	N/A
1993	134,391	365	286,512	250	5,355	310	N/A	N/A

34.c. What percent of your flight operations are **Fleet Carrier Landing Practices** (FCLPs)?

0.4%

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

YES. "LIFE FLIGHTS" AND ORGAN TRANSFER TRANSPORTS.

34.e. Is your airfield designated as a **joint use airfield** (i.e. civilian/military)? Explain.

NO

34.f. What **percentage of total operations are civilian**?

1991 = 17.1%
1992 = 16.8%
1993 = 17.3%

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

NASNI- CLASS B AIRSPACE NORTH AND EAST OF AIR STATION
- RUNWAY 36 ARRIVALS IMPACTED BY CIVIL AIR OPERATION AT SAN DIEGO LINDBERGH FIELD ARRIVING AND DEPARTING ON A LINE OF FLIGHT 90 DEGREES TO THE RUNWAY.
*
NALF SAN CLEMENTE ISLAND AND NOLF IMPERIAL BEACH - NO IMPACT

34.h. Are there any **air traffic control constraints**/procedures that currently, or may in the future, limit air

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

NO IMPACT

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

Table 35.1

NAVAID	DESCRIPTION/LOCATION
TACAN	FRN-42 NAS NORTH ISLAND
ASR	ASR-8 NAS NORTH ISLAND
PAR	FPN-63 NAS NORTH ISLAND
TACAN	FRN-42 NOLF IMPERIAL BEACH
*PAR	FPN-63 NOLF IMPERIAL BEACH
TACAN	**URN-25 NALF SAN CLEMENTE ISLAND**
PAR	**FPN-63 NALF SAN CLEMENTE ISLAND**
ASR	**ASR-8 NALF SAN CLEMENTE ISLAND**

NOTES: * TO BE INSTALLED 1994

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

Table 36.1

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
HSL 41	13	SH-60B	**13**	**13**	13	**13**	**13**
HSL 43	10	SH-60B	10	10	10	10	10
HSL 45	10	SH-60B	10	10	10	10	10
HSL 47	10	SH-60B	10	10	10	10	10
HSL 49	10	SH-60B	10	10	10	10	10
VS 41	23	S-3B	23	23	23	23	23
VQ 5	8	ES-3A	0	8	8	8	8

Naval Station Capacity Analysis Data Call UIC: 00246

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VS 29	8	S-3B	8	8	8	8	8
VS 33	8	S-3B	8	8	8	8	8
VS 35	8	S-3B	8	8	8	8	8
VS 37*	8	S-3B	8	0	0	0	0
VS 38	8	S-3B	8	8	8	8	8
HC 3	5	CH-46D	5	5	5	5	5
HC 3	8	HH-46D	8	8	8	8	8
HC 11	6	CH-46D	6	6	6	6	6
HC 11	10	HH-46D	10	9	9	9	9
HC 11	6	UH-46D	6	6	6	6	6
HC 11	1	UH-3H	1	1	1	1	1
HS 2	8	(6) SH-60F (2) HH-60H	8	5	5	5	5
HS 4	8	(6) SH-60F (2) HH-60H	8	5	5	5	5
HS 6	8	(6) SH-60F (2) HH-60H	8	5	5	5	5
HS 8	8	(6) SH-60F (2) HH-60H	8	5	5	5	5
HS 10	12	SH-60F	12	12	12	12	12
HS 14	8	(6) SH-60F (2) HH-60H		MOVE TO ATSUGI JAPAN			
VRC 30	7	C-2A (R)	17	17	17	17	17
VRC 30	2	UC-12B	2	2	2	2	2
VRC 30	1	UC-12F	1	1	1	1	1
VRC 30	1	UP-3A	1	0	0	0	0

NOTES: * VS-37 SCHEDULED TO BE DECOMMISSIONED

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

Table 36.2

Squadron/Det Size (#A/C)	Apron Space Used	Hangar Space Assigned	Maintenance Support	Ave length of stay
HSL 37 (1)	BLDG 1474 LINE	1474	NONE	7 DAYS
HSL 37 (2)	BLDG 1474 LINE	1474	NONE	10 DAYS
A-6 (4)	4 SPOTS TL	503 - DET	GROUND SUPPORT EQUIPMENT	10 DAY
P-3 (4)	8 SPOTS TW2N	311	GROUND SUPPORT EQUIPMENT, AIMD	Rotating Det
T-2 (26)	26 SPOTS TW2N	312	GROUND SUPPORT EQUIPMENT	12 DAYS

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

NONE

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

Table 37.1

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VR 57	3	C9B	4	4	4	4	4
HSL 84	8	SH2G	8	8	8	8	8
HS 85	5	SH3H	4	4	4	4	4
HS 85	2	UH3H	4	4	4	4	4
VP 65	2	P-3 C MOD	*	*	*	*	*
VP 69	1	P-3 C U III	**	**	**	**	**
VP 94	1	P-3 C	***	***	***	***	***

NOTES:

* = 2 PLANE - 2 WEEK DETACHMENTS - 4/YEAR
** = 1 PLANE - 2 WEEK DETACHMENTS - 4/YEAR
*** = 1 PLANE - 2 WEEK DETACHMENTS - 1/YEAR

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

Table 38.1

Squadron/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NAS NORTH ISLAND	3	UC-12B	3	3	3	3	3

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

Table 39.1

Service/ Agency/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
AIR RESORTS	2	CONVAIR 440/580	2	2	2	2	2
FLIGHT INTERNATL	2	NAVAJO	2	2	2	2	2
US CUSTOMS	8	CITATION, KING AIR, BELL HELO, C-210	8	8	8	8	8
CA NATIONAL GUARD	2	OH-58	2	2	2	2	2

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

Table 40.1

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
-CALIFORNIA ARMY NATIONAL GUARD - AAFOB/N/A; -RAID/NGW7X1AA	DRUG INTERVENTION	12,502	
DEFENSE FINANCE AND ACCOUNTING SERVICE DET/N/A	FINANCE AND ACCOUNTING SERVICING	UTILIZE SPACE WITHIN THE NADEP SPACES	
COMNAVBASE - FEDERAL FIRE DEPT/00242	FIRE PROTECTION	36,428	
FLEET AND INDUSTRIAL SUPPLY CENTER/00244	SUPPLY SUPPORT SERVICES	242,207	
NAVY ENVIRONMENTAL PREVENTIVE MEDICINE UNIT 5/ 0546A	ENVIRONMENTAL PREVENTIVE MEDICINE	3,500	
FLEET AVIATION SPECIALIZED OPERATIONAL TRAINING GROUP PACIFIC/09191	GENERAL AVIATION TRAINING	122,597	45,900
FLEET AREA CONTROL AND SURVEILLANCE FACILITY/09528	**FLEET AREA CONTROL, SURVEILLANCE AND INSTRUMENTED RANGE OPERATIONS**	38,196	2,889
NAVAL AVIATION ENGINEERING SERVICE UNIT/30332	AVIATION TECHNICAL SVCS	5,533	
NAVAL AVIATION ENGINEERING SERVICE UNIT DET/30334	AVIATION TECHNICAL SVCS	5,533	
NAVAL PACIFIC METEORGOLOGY OCEANOGRAPHY FACILITY/30911/63037	AVIATION WEATHER SERVICES	24,837	

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
DEFENSE COURIER SERVICE STATION/31137	COURIER SERVICES FOR CLASSIFIED INFORMATION/ EQUIPMENT	2,800	
NAVAL COMPUTER AND TELECOMMUNICATIONS STATION/31195/44597/48544/ 63896/68046/70240	COMPUTER TRAINING; TELECOMMUNICATIONSERV ICES	157,156	
BRANCH MEDICAL CLINIC/32546	MEDICAL SERVICES	44,994	
NAVAL UNDERSEA WARFARE CENTER DET/35266	UNDERSEA WARFARE	30,035	
NAVAL LEGAL SERVICE OFFICE DET/35499	LEGAL SERVICES	6,155	
BRANCH DENTAL CLINIC/35734	DENTAL SERVICES	17,800	
NAVAL ORDNANCE CONTROL PACIFIC/41226	**CONVENTIONAL ORDNANCE LOGISTICS AGENT FOR PACFLT**	2,235	
NAVAL AIR TECHNICAL SERVICES FACILITY/42197	**QUALITY ASSURANCE**	2,191	
PERSONNEL SUPPORT DETACHMENT/42827	MILITARY SERVICING	43,611	
NAVAL INVESTIGATIVE SERVICE RESIDENT AGENCY/42944	INVESTIGATION SERVICES	4,720	
DEFENSE PRINTING SERVICE DETACHMENT BRANCH OFFICE/43640	PRINTING SERVICES	6,306	
FLEET COMBAT CAMERA GROUP PACIFIC/46501	**COMBAT PHOTOGRAPHY SUPPORT**	545	
MEASURE OPERABILITY CONTROL CENTER/46606	CALIBRATION SERVICES	14,112	
NAVAL AIR TECHNICAL SERVICES/47181	**QUALITY ASSURANCE**	1,618	
SEABASED WEAPONS AND TACTICS SCHOOL/47721	**ADVANCED ASW/ASUW TRAINING**	12,476	

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
EXPLOSIVE ORDNANCE DISPOSAL MOBILE UNIT 3/48176	EXPLOSIVES DISPOSAL	3,752	
DEFENSE COMMISSARY AGENCY-NASNI/49202	COMMISSARY SERVICES	121,471	
MARINE CORPS SECURITY FORCE COMPANY/53260	SECURITY SERVICES/WEAPONS COMPOUND	37,839	
COMMANDER NAVAL AIR FORCE U.S. PACIFIC FLEET/57025	TYPE COMMANDER	425,119	558,849
FLEET IMAGING COMMAND PACIFIC/57094	PHOTOGRAPHIC SERVICES	4,948	
NAVAL AIR WARFARE CENTER TRAINING SYSTEMS DIVISION/61339	**NAVAL AIR WARFARE SYSTEMS TRAINING**	4,248	
NAVAL AUDIT SERVICE/62760	AUDIT SERVICES	1,688	
SUPERVISOR OF SHIPBUILDING/62791	SHIP MAINTENANCE	N/A	56,000
WEAPONS TRAINING GROUP/63013	WEAPONS TRAINING	60,321	
NAVY PUBLIC WORKS CENTER - NASNI/63387	MAINTENANCE/REPAIR SERVICES	18,920	
NAVY MATERIAL TRANSPORTATION OFFICE/63408	**MATERIAL TRANSPORTATION SERVICES**	9,200	
NAVAL AVIATION DEPOT/65888	DEPOT LEVEL MAINTENANCE SERVICES	2,630,637	1,821,031
NAVAL AIR MAINTENANCE TRAINING GROUP DET/66065	AVIATION MAINTENANCE TRAINING	172,666	
NAVY EXCHANGE-NASNI/66422	EXCHANGE SERVICES	231,169	
DEFENSE MAPPING AGENCY COMBAT SUPPORT CENTER/66633	CARTOGRAPHIC SUPPORT	12,545	
NAVAL EDUCATION AND TRAINING PROGRAM MANAGEMENT SUPPORT ACTIVITY-NAVY CAMPUS/68322	EDUCATIONAL OPPORTUNITIES	2,655	

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
DEFENSE DISTRIBUTION DEPOT SAN DIEGO/SB3205	WAREHOUSING	813,454	834,257
DEFENSE REUTILIZATION AND MARKETING OFFICE/SZK199	MATERIAL REUTILIZATION/ SALVAGE	1,102,526	1,749,656
NAVAL AIR RESERVE SAN DIEGO/09296	RESERVE FORCES SUPPORT	136,960	33,000
COMMANDER HELICOPTER ANTI-SUBMARINE LIGHT WING U.S. PACIFIC FLEET/55630	LAMPS SUPPORT	282,082	
COMMANDER SEA CONTROL WING U.S. PACIFIC FLEET/55633	VS SUPPORT	322,296	
COMMANDER HELICOPTER TACTICAL WING U.S PACIFIC FLEET/55635	HELICOPTER COMBAT SUPPORT	198,669	
COMMANDER HELICOPTER ANTI-SUBMARINE WING U.S. PACIFIC FLEET/55636	ANTI-SUBMARINE WARFARE	130,811	

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

In fiscal year 95, FACSFAC will require increased allocation of facilities by approximately 5,000 square feet to support increased responsibilities for Extended Area Test System (EATS) POD maintenance. Of the 5,000 square feet, 800 square feet will be required as covered.

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

FIGURES LISTED ARE BILLETS AUTHORIZED.
O = OFFICER
E = ENLISTED

Table 41.1

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NAS MIRAMAR MEDICAL/ DENTAL UNIT 0815 (89878)	RESERVE	N/A	6-O 11-E	6-O 11-E	6-O 11-E	6-O 11-E
PACIFIC FLEET IMAGING UNIT 0185 (85603)	RESERVE	N/A	0-O 12-E	0-O 12-E	0-O 12-E	0-O 12-E
FLEET AIRWING PACIFIC 0185 (86208)	RESERVE	N/A	9-O 11-E	9-O 11-E	9-O 11-E	9-O 11-E

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

[1] include RON/domestic deployment training

Table 42.1

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
W-291	25NM	OVERWATER TRAINING	FACSFAC (09528)	HSL 41/43/45/47/49	ASW, ASUW, SAR MOBILITY	5000*
R-2503	60NM	OVERLAND FLIGHT TRAINING	CAMP PENDLETON (33060)	HSL 41/43/45/47/49	LOW LEVEL FLIGHT TRAINING	1600*
R-2533	55NM	OVERWATER ECM TRAINING	CAMP PENDLETON (33060)	HSL 41/43/45/47/49	ECM TRAINING	500*
NANOOSE	CANADA/ 1100NM.	TORPEX/ TRACKEX/ MINEX	NUWC KEYPORT (00253)	VS-FLEET	ASW/MINEX QUALS	200
FALLON	NEVADA/550NM.	AIRWING READINESS	VARIOUS	VS-FLEET	BMB/TNK/LL/EW	1000
W-291	SOCAL / 40NM.	VARIOUS**	FACSFAC (09528)	VS-FRS/FLEET	VARIOUS**	15000
REWS	SOCAL / 70NM.	EW TRAINING	FACSFAC (09528)	VS-FRS/ FLEET	ESMEX/BREAK-LOCK TRN	200
LL ROUTES	VARIES	LOW LEVEL	VARIOUS	VS-FRS/FLEET	LOW LEVEL	500
KANE MOA	SOCAL / 80NM.	FAM/FORM	LAX ATC (FAA)	VS-FRS/FLEET	FAM/FORM	300
SCORE	SOCAL / 80NM.	TORPEX/ TRACKEX	ASROC (09528)	VS-FRS/FLEET	ASW QUALS	500
W-291	QDA 25 MILES	LIVE FIRE	FACSFAC (09528)	HC 3	50 CAL SHOOT	30

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
W-291***	WEST 30NM	CVBG SUPPORT	FACSFAC (09528)	VRC 30	CARRIER LANDING PROFICIENCY	720
W-291+	WEST 30NM	C-12 TRAINING	FACSFAC (09528)	VRC 30	FRS TRAINING	870
W-291		COMPTUEX/FLEETEX	CPWP/3RD FLEET	PATWINGSPAC DETACHMENT	BATTLE GROUP SUPPORT	2,000 HOURS
SCORE		TORPEX MINEX	CPWP/ CPW 10	VP-40/VP-46	MINEX/ TORPEX 3/MONTH	144 HOURS
R-2501		MARINE SUPPORT	1ST MARINE DIVISION	PATWINGSDET	SURVEILLANCE	60 HOURS
R-2508		ARMY SUPPORT	US ARMY	PATWINGSDET	SURVEILLANCE	60 HOURS
FALLON	500	TRAINING WEAPONS	COMASWWING (55636)	HS	CSAR, EW, M60	500 HOURS
NANOOSE	1000	TRAINING	COMASWWING (55636)	HS	TORPS, ASW	100 HOURS
W-291	10	TRAINING/ OPERATIONS	COMASWWING (55636)	HS	DLQ, CQ, FORM, SAR ASW, TORP, EW	5000 HOURS
CAMP PENDLETON	50	TRAINING	COMASWWING (55636)	HS	TERF, CSAR	250 HOURS

Remarks:

* 5 SQUADRONS OF 40 PILOTS EACH = 200 PILOTS
W-291: 200 PILOTS X 25 HOURS = 5000 HOURS
R-2503: 200 PILOTS X 8 HOURS = 1600 HOURS
R-2533: 200 PILOTS X 2.5 HOURS = 500 HOURS

** W-291 FLIGHT ACTIVITIES INCLUDE: CARQUAL, FAM, FORM, IFR, ASW, ESM, OTHER SENSOR TRAINING, FOR BOTH FLEET AND FRS.

*** AVERAGE 30 PILOTS X 2 LANDINGS/MONTH X 12 MONTHS = 720 LANDINGS/YEAR X 1.0 HOURS/LANDING (TRANSIT TO /FROM SHIP) = 720 HOURS YEAR FOR USEAGE.

+ ESTIMATE BASED ON ESTIMATED PERCENTAGE OF TOTAL FAM FLIGHT HOURS

42c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

THIS INFORMATION PROVIDED BY COMHSLWINGPAC.

CNAP Changed 9405

Table 42.2

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours	Operating Limitations [2]
W-291	25NM	OVERWATER TRAINING	FACSFAC 09528	1991	N/A*	5000	NONE
				1992	N/A*	5000	NONE
				1993	N/A*	5000	NONE
R-2503	60NM	OVERLAND FLIGHT TRAINING	CAMP PENDLETON 33060	1991	314**	600 314**	NONE
				1992	N/A*	1000	NONE
				1993	N/A*	1600	NONE
R-2533	55NM	OVERWATER ECM TRAINING	CAMP PENDLETON 33060	1991	N/A*	0	NONE
				1992	N/A*	0	NONE
				1993	N/A*	500	NONE

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

*NOTE: RECORDS OF SCHEDULED HOURS NOT MAINTAINED.
** **DATA CONTAINED IN TARGETS & RANGES INFORMATION MGT SYSTEMS (TRIMS) FY-93 ANALYSIS REPORT**

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

COMHSLWINGPAC DOES NOT HAVE THIS DATA. THE SCHEDULING AUTHORITY OF SPECIAL USE AIRSPACE WOULD HAVE THE DATA.

42h. 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.
N/A

42c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

THIS INFORMATION PROVIDED BY COMSEACONTROLWINGPAC.

Table 42.2

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]	Operating Limitations [2]
					# Hours	# Hours	
NANOOSE	CANADA/110NM.	TORPEX/ TRACKEX/ MINEX	NUWC KEYPORT (OO253)	1991	270	270	NONE
				1992	270	270	NONE
				1993	150	150	NONE
FALLON	NEVADA 550NM.	AIRWING QUALS	VARIOUS	1991	*	1000	NONE
				1992	*	1000	NONE
				1993	*	1000	NONE
W-291	SOCAL 40NM.	VARIOUS	FACSFAC (09528)	1991	**	9500	NONE
				1992	**	10000	NONE
				1993	**	14270	NONE
REWS	SOCAL 70NM.	EW TRAINING	FACSFAC (09528)	1991	*N/A*	N/A	NONE
				1992	125	125	NONE
				1993	***668	***618	NONE
LL ROUTES	VARIES	LOW LEVEL	VARIOUS	1991	475	475	NONE
				1992	475	475	NONE
				1993	475	475	NONE
KANE MOA	SOCAL 80NM.	FAM FORM	LAX ATC (FAA)	1991	1600	1600	NONE
				1992	1600	1600	NONE
				1993	275	275	NONE

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized1	Operating Limitations [2]
					# Hours	# Hours	
SCORE	SOCAL 80NM.	TORPEX TRACKEX	ASROC (09528)	1991	300	300	NONE
				1992	390	390	NONE
				1993	364	364	NONE

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

NOTE: * UNKNOWN. ALL VS FLIGHT OPS ARE SCHEDULED IAW CVW DESIRES.
** W-291 IS NOT GENERALLY SCHEDULED.
*** **COPY TRIMS REPORT Statement from pp 107**

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

NOT QUANTIFIABLE; SIGNIFICANT INCREASE POSSIBLE DO TO VAST SIZE OF W-291.

42c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

THIS INFORMATION PROVIDED BY COMHELTACWINGPAC.

Table 42.2

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]	Operating Limitations [2]
					# Hours	# Hours	
W-291	QDA/ 25 MILES	LIVE FIRE	09528	1991	30	30	NONE
				1992	30	30	NONE
				1993	30	30	NONE

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

N/A

42h. 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.

N/A

42c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

THIS INFORMATION PROVIDED BY VRC 30.

Table 42.2

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours	Operating Limitations [2]
W-291	WEST 30NM	CVBG SUPPORT	FACSFAC (09528)	1991	NONE	1000	N/A *
				1992	NONE	1099.4	N/A +
				1993	NONE	950.4	N/A +
W-291	WEST 30NM	FRS TRAINING	FACSFAC (09528)	1991	NONE	870	N/A *
				1992	NONE	870	N/A *
				1993	NONE	870	N/A *

NOTES:
* NO RECORDS. ESTIMATED BY PERCENTAGE OF TOTAL FLIGHT HOURS.
+ ESTIMATED FROM FLIGHT SCHEDULES ON FILE.

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

N/A

42h. 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.

N/A

42c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

THIS INFORMATION PROVIDED BY COMHSWINGPAC.

Table 42.2

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours	Operating Limitations [2]
FALLON	500		COMHSWING 55636	1991	500	450	WEATHER; AIRCRAFT DOWN
				1992	500	450	WEATHER; AIRCRAFT DOWN
				1993	500	450	WEATHER;A IRCRAFT DOWN
W-291	10		COMHSWING 55636	1991	5000	4900	WEATHER
				1992	5000	4900	WEATHER
				1993	5000	4900	WEATHER
CAMP PENDLETON	50		COMHSWING 55636	1991	400	375	WEATHER
				1992	400	375	WEATHER
				1993	250	225	WEATHER

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

NONE

42h. In the event that it became necessary to increase base loading at your installation, does the **airspace** overlying and adjacent to your installation have the **capacity** to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

YES, CANNOT ESTIMATE PERCENTAGE OF INCREASE; DEPENDS ON WHO IS GOING TO BE AN ADDITION.

43.a.Using the types (and mix) of aircraft currently stationed at your installation, project the additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be based and parked on your **current parking aprons.**
Provide two estimates:
1. Using NAVFAC P-80 standard measures (1557 SF PER AIRCRAFT)
2. Using real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Table 43.1

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total	
		NAVFAC	Surge	NAVFAC	Surge
UC-12B (NOTE 1)	6	1	2	7	8
S-3 (NOTE 2)	50	5	8	55	58
SH-60 (NOTE 2)	96	4	2	100	102
H-46 (NOTE 3)	36	14	15	50	51
H-3 (NOTE 4)	8	0	0	8	0
H-2 (NOTE 5)	8	0	0	8	8
C-9 (NOTE 5)	3	0	0	3	3
C-2 (NOTE 6)	7	0	0	7	7
P-3C (NOTE 7)	7	0	0	7	7

NOTES:
1 - OUTDOOR RAMP AVAILABLE SPACE: 12,500 - C-12 SQ FT: 2,500
2 - S-3/H-60/H-46: USING RAMP AVAILABLE FROM H-2 DECOMMISSIONING (384,000 SQ FT) AND 1:2:1 RATIO/MIX
- S-3A'S ARE BEING CONVERTED TO S-3B'S. BY THE END OF FY94, VS 41 WILL HAVE ONLY ONE S-3A ONBOARD.
- PER WING MAINTENANCE OFFICER, 2 ADDITIONAL A/C WILL ARRIVE SEPTEMBER 94
3 - PER WING MAINTENANCE OFFICER, 14 ADDITIONAL A/C WILL ARRIVE BY FY96.
- S-3/H-60/H-46: USING RAMP AVAILABLE FROM H-2 DECOMMISSIONING (384,000 SQ FT) AND 1:2:1 RATIO/MIX
4 - H-3: HC-1 AND HS-14 DECOMMISSIONING
5 - H-2, C-9, C-2: ASSUME NO GROWTH
6 - H-2, C-9, C-2: ASSUME NO GROWTH;
LIMITED C-2 SUPPORT. MAJOR AIRFRAMES AND POWERPLANTS SUPPORT PROVIDED BY NAS MIRAMAR.
7 - P-3 DETACHMENT COMMENCED OCTOBER 93. LIMITED P-3 SUPPORT AVAILABLE AT NAS NORTH ISLAND.

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

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

Table 44.1

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height	Current Usage	In SF			
						Adequate	Substandard	Inadequate	Total
163/IB	--	1961	- -	22	COMMISSARY	--	8,000	--	8,000
164/IB	--	1961	2706	23	NASNI/OPS	--	5,292	--	5,292
307	I	1935	15,975	31	NARU	--	15,975	6,892	22,867
308	I	1935	15,975	31	HELTAC	--	22,869	--	22,867
309	I	1935	15,600	37	NAMTRA	--	23,455	--	23,455
310	I	1935	15,600	31	SIKORSKY HSL	--	--	23,058	23,058
311	I	1935	15,600	31	TRANS SQDS	--	15,600	7,267	22,867
312	I	1935	15,600	32	HSL	--	--	27,445	27,445
340	I	1941	107,721	66	HS	162,073	15,360	--	177,433
502	I	1918	8,656	26	NATGRD INSTRUCT.	9,346	--	8,656	18,002
503	II	1918	9,350	26	NASNI/OPS CR'S	--	13,581	--	13,581
525	I	1941	20,476	51	NARU	61,013	--	--	61,013
526	II	1941	41,105	60	COMSEACONT	63,875	--	--	63,875
1456	II	1976	88,584	36	COMSEACONT	141,574	--	--	141,574
1457	I	1976	--	26	MNTC HELTAC/HS	17,330	--	--	17,330
1458	I	1976	--	26	MNTC HELTAC	8,665	--	--	8,665
1474	I	1984	49,920	59	HSL	98,525	--	--	98,525

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height	Current Usage	In SF			
						Adequate	Substandard	Inadequate	Total
1477	I	1987	32,599	60	HSL	63,488	--	--	63,488
1480	--	1989	--	130	U.S. CUSTOMS MNTC	30,870	--	--	30,870
1481	I	1993	NEW CONSTR	--	NARU	41,809	--	--	41,809
464	--	1970	--	39	PAINT/FINISHING	24,948	--	--	24,948
465	--	1970	--	39	PAINT/FINISHING	24,948	--	--	24,948

QUESTION 44A.

NOTES:

INADEQUATE SQUARE FOOTAGE IN HANGARS:

DEFICIENCY CODES:
A30 = PHYSICAL CONDITION - BLDG OR STRUCTURE
C30 = DESIGN CRITERIA - BLDG OR STRUCTURE
F21 = INADEQUATE CAPACITY/COVERAGE - SLAB/FLOOR DECKING
C45 = DESIGN CRITERIA - SEISMIC DESIGN
E05 = TOTAL OBSOLESCENCE OR DETERIORATION - FIRE DETERRENT SYSTEMS
E13 = TOTAL OBSOLESCENCE OR DETERIORATION - ALARM SYSTEMS
B30 = FUNCTIONAL OR SPACE CRITERIA - BLDG OR STRUCTURE
D30 - LOCATION OR SITING CRITERIA - BLDG OR STRUCTURE

BLDG. 307
DEFICIENCY: A30/C30/F21/C45
DOLLARS: N/A
CORRECTIONS: SEISMIC UPGRADE, DECK REPLACEMENT, REPAIR WIND HDW/LITE
NO COST AVAILABLE: TOILET COMPT/DOORS/PLUMBING/PAINTING/ROOF/EXIT LIGHTS

BLDG. 310
DEFICIENCY: A30/E05/E13/C45
DOLLARS: N/A
CORRECTIONS: SEISMIC UPGRADE, FIRE PROTECTION SYSTEM

BLDG. 311
DEFICIENCY: C45/E05/E13
DOLLARS: N/A
CORRECTION: SEISMIC UPGRADE, FIRE PROTECTION SYSTEM, FIRE ALARM SYSTEM

BLDG. 312
DEFICIENCY: C45/A30/E05/E13
DOLLARS: N/A
CORRECTION: STRUCTURAL REPAIR

BLDG. 502
DEFICIENCY: B30/C30/D30
DOLLARS: N/A
CORRECTION: OBSOLETE DESIGN, STRUCTURAL REPAIR, RELOCATION

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

Table 44.2

Hangar #/ID/Type	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces [2,3]		
					#/ Module	SF	Elec. Pwr.
307	VS	3,446	3,446	15,975	**0**	**0**	**N**
308	HC 3	3,446	3,446	15,975	HC 3 **0**	NO OUTSIDE LINE PARKING ASSIGNED	NO
309	NAMTRAG RU	4,034	3,821	15,600	0	**0**	**N**
310	SIKORSKY AND HSL 33	3,637	3,821	15,600	**0**	**0**	**N**
311	VP TRANSIENT	3,446	3,821	15,600	8	200,000	N
312	HSL 33	6,824	5,021	15,600	12	16,800	N
340	HC 11 HS 8 HS 14	11,619 11,619 11,619		34,856 53,861 53,861	HC11, HC3; 29 SPOTS-ALL HS SQUADS	350,000	N N
502	ARMY NATIONAL GUARD	2,000	3,500	9,356	1	3,000	N
503	NASNI OPS C-12	1,000	3,231	9,350	6 (3-VRC303-OPS)	150,000 (INCLUDES TRANSIENT LINE SPACES)	N
525	VRC 30 VR 57	6,527 9,400**	34,010 15,400***	20,476 12,300	8 3	84,400; 100,800	N N

Hangar #/ID/Type	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces [2,3]		
					#/ Module	SF	Elec. Pwr.
526	VS 41	9,954	12,552	41,105	22	190,000	N
1456	VS 29 VS 33 VS 35 VS 37 VS 38	5,184 5,184 5,184 5,184 5,184	5,214 5,214 5,214 5,214 5,214	17,716 17,716 17,716 17,716 17,716	**40**	60,000	N
1457	HS 10 HC 1	4,320 4,320	4,345 4,345	-- --	DECOM	DECOM	NA
1458	HC 3 HC 11	2,160 2,160	2,173 2,173	-- --	OPS/ ADMIN SPACE	OPS/ ADMIN SPACE	NA
1474	HSL 41 HSL 43 HSL 45	8,640 7,200 7,200	8,522 8,522 8,522	16,640 16,640 16,640	32	50,000	Y
1477	HSL 47 HSL 49	7,518 7,518	7,927 7,927	16,300 16,300	24	38,000	Y
1480	CUSTOMS SVC	--	30,870	--	8	20,000*	*
1481	HSL-84 HS-85	5,013 5,013	8,220 8,220	12,671 12,671	8 8	261,000 261,000	N + N +

NOTES:

* - CUSTOMS - TWO LINE OF 4 PARKING SPACES FRONT LINE HAS ELECTRICAL POWER BACK LINE HAS NO ELECTRICAL POWER.

\- CUSTOMS - 8 PARKING PADS OF 2,500 SQ FT FOR TOTAL OF 20,000 SQ FT.

** - INCLUDES 2,100 SQ FT IN EXTERNAL BUILDINGS

*** - INCLUDES 1,820 SQ FT IN EXTERNAL BUILDINGS

\+ - WILL BE INSTALLED DURING FY95

[1]Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)

[2]Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces

[3] Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

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

Table 45.1

Squadron/Detachment	#/Type Aircraft	Deployed Location
HC 11 DET 1	H-46D (2)	USNS SPICA
HC 11 DET 2	H-46D (2)	USS CAMDEN
HC 11 DET 6	H-46D (2)	USS PELELIU
HS 8	8 - SH-60F + HH60H	PERSIAN GULF

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

Table 45.2

Squadron/Detachment	#/Type Aircraft	Hanger Module Assignment
VS 35	8 / S-3B	1456D
HC 11 DET 5	1 / HH-46D	340
HC 11 DET 9	2 / H-46D	340

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

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

Table 46.1

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
UC-12B (NOTE 1)	3	1	2	4	5
SH-60B (NOTE 2)	20	0	13	20	33
P-3 C U III (NOTES 3 AND 4)	10	2-MINIMUM	12-MAXIMUM	12	22
S-3B (NOTE 4)	55	43	19	98	74
C-2A (NOTE 5)	6	0	0	3	4
NAVAIRES: SH-3H UH-3H SH-2G C-9B	 4 4 8 1	 1		 4 4 8 2	 - - - -
H-46 (NOTE 6)	34	0	0	31	3
H-3 (NOTE 6)	1	0	0	1	0

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.

NOTE:

1 - OUTDOOR RAMP AVAILABLE SPACE: 12,500, C-12 SQ FT: 2,500

2 - NORMAL OPERATIONS - ACFT ROTOR BLADES SPREAD, CAN PARK 20 ACFT IN HANGARS 1474 AND 1477.
- SURGE OPERATIONS - ACFT ROTOR BLADES FOLDED, CAN PARK 13 ADDITIONAL ACFT FOR TOTAL OF 33

3 - THE VP DETACHMENT SUPPORTS CARRIER OPERATIONS AND WORKUPS. THUS IT SURGES TO APPROPRIATE NUMBER OF AIRCRAFT TO FILL THE NEED. ABOVE NUMBERS ARE ONLY ESTIMATES OF LOADING AT ANY GIVEN TIME.

4 - CALCULATIONS WERE DERIVED BY ADDING CURRENT NUMBER OF AIRCRAFT PARKED/STATIONED TO THE NAVFAC MAXIMUM ADDITIONAL CAPACITY (NUMBER OF AIRCRAFT) TO OBTAIN THE FIGURE FOR THE NAVFAC TOTAL. THE TOTAL SURGE WAS OBTAINED BY ADDING THE CURRENT NUMBER OF AIRCRAFT PARKED/STATIONED TO THE MAXIMUM ADDITIONAL CAPACITY SURGE.

5 - ALREADY HAVE MORE AIRCRAFT THAN THE HANGAR CAN HOLD. BY JANUARY 95 WILL BE UP TO A PAA OF 17 C-2A'S. NO ADDITIONAL CAPACITY

6 - MINIMUM SEPARATION: 2 FEET
ALL HELICOPTERS FOLDED
PARTIAL OBSTRUCTION - OUTBOARD/NW CORNER HANGAR 340 - SUPPORT STRUCTURE FOR OVERHEAD HOIST.

H-46 - FOLDED - 47' X 16' (ACTUAL)
H-3 - FOLDED - 49' X 18'(ACTUAL)
H-46 - 50' X 20' = 1000 SQ FT (NAVFAC)
H-3 - 50' X 20' = 1000 SQ FT (NAVFAC)
TOTAL HANGAR SPACE AVAILABLE = APPROX 32,100 SQ FT

CURRENT AIRCRAFT ONBOARD AT HC-3/HC-11 FOR PARKING IN OUTBOARD 3/4 OF HANGAR 340 EXCEEDS P-80 STANDARDS, THEREFORE NO ADDITIONAL CAPACITY EXISTS. SURGE CAPACITY IS IN USE AT ALL TIMES.

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

Change N3A-CPF MAY 94

Table 47.1

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Substandard	Inadequate	Total		
211-01	Aircraft Acoustical Enclosure					0	
211-02	Nose Hangar					0	
211-03	Corrosion Control Hangar					0	
211-75	Parachute/Survival Equipment Shop		10,313		10,313	1	1918
211-81	Engine Test Cell	1,846			1,846	1	1972
211-88	Power Check Pad with Sound Suppression					0	
211-89	Power Check Pad without Sound Suppression	2 EA			2 EA	2	1978
211-96	Maintenance, Aircraft Spares Storage	124,770	170,923	47,510	343,203	40	1918 THRU 1987
116-10	Airfield Washrack Pavement	8,078	--	--	8,018	4	1976 THRU 1987
116-15	Aircraft Rinse Facility	4,554	--	--	4,554	2	1972 THRU 1984
214-30	Refueling Vehicle Shop					0	
218-60	Aircraft Ground Support Equipment	1,760	18,998	19,884	*40,642*	12	1918 THRU 1982
	Other						

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

NOTES:

1. SHIPS' SUPPORT EQUIPMENT POOL.

WITH THE ADDITION OF ANOTHER CARRIER HOMEPORTED AT NAS NORTH ISLAND, AN ADDITIONAL 12,000 SF OF WAREHOUSE SPACE WILL BE REQUIRED FOR THE SUPPORT EQUIPMENT POOL. THE POOL STAGES AND STORES FURNITURE, MATTRESSES AND OTHER MATERIAL DESTINED FOR REHAB/ REWORK IN SUPPORT OF CARRIERS.

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

Table 48.1

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF	1,111	--	21,800	22,911	21
121-10	Direct Fueling	OL *	50,001	1	--	50,002	3
124-30	Fuel Storage	GA**	3,600,836	--	350,000	3,950,836	35
421-xx	Ammunition Storage	CF	1,637,012	435,988	88,990	2,161,990	100
425-xx	Open Ammunition Storage	SF					0
113-20	Parking Aprons	SY	510,247	251,587	33,000	794,834	3
113-40	Access Aprons	SF	38,773	--	--	38,773	2
116-56	Combat Aircraft Ordnance Loading Area	SF					0
	Other						

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

NOTES:
* HOT SITE #1 CAN HANDLE P-3'S, BUT IS IMPRACTICAL DUE TO DISTANCE FROM PARKING RAMP. SITE WAS DESTINED FOR HELICOPTER REFUELING EVOLUTIONS. ADDITIONAL SITE TO HANDLE P-3 HOT REFUELING HAS BEEN PROPOSED BUT NOT YET FUNDED. HOT SITE #3 SUPPORTING THE S-3 AIRCRAFT IS LABOR INTENSIVE TO MANAGE AND INTENDED AS A TEMPORARY FACILITY ONLY.

AN INCREASE IN AIRCRAFT ACTIVITY AT THIS TIME SHOWS A NEED FOR ADDITIONAL DIRECT REFUELING CAPABILITY TO HANDLE P-3'S AND LARGE BODY AIRCRAFT. WITH FUTURE REQUIREMENTS UNKNOWN, A STUDY IS NECESSARY TO DETERMINE MOST APPROPRIATE CONFIGURATION TO SUPPORT PLANNED GROWTH.

** FACILITY IS OVER 50 YEARS OLD AND IN NEED OF MODERNIZATION AS WELL AS ALTERATIONS TO COMPLY WITH ENVIRONMENTAL STANDARDS. TANKS AND EQUIPMENT WILL NOT MEET 1998 MANDATORY STATE AND FEDERAL REQUIREMENTS.

FOLLOWING PROJECTS SUBMITTED FOR FY98 MILCON FUNDING FROM DEFENSE LOGISTICS AGENCY (DLA) ARE CURRENTLY ON HOLD DUE TO LACK OF FUNDING FOR PUBLIC WORKS CENTER PRELIMINARY STUDY DOCUMENTS, (DD1392, DD1391, ENVIRONMENTAL IMPACT STATEMENTS, ETC.) REQUIRED PRIOR TO SUBMISSION TO DLA:

SUPPLY #94-031, FUELS #98-1, P-715, PWC #81-581: INSTALL ABOVE GROUND JP-5 STORAGE TANK AT NAS NORTH ISLAND.
SUPPLY #94-031, FUELS #98-2, P-70-4, PWC #81-112: INSTALL ABOVE GROUND JP-5 STORAGE TANK AT NALF SAN CLEMENTE ISLAND.
SUPPLY #94-031, FUELS #98-3, P-715, PWC #81-603: INSTALL ABOVE GROUND F-76 STORAGE TANK AT NAS NORTH ISLAND.

Naval Station Listing

Change N4644-CPF MAY 94

Type	Title	Location
SUBMARINE BASE	NAVSUBASE NEW LONDON	GROTON CT
NAVAL STATION	NAVAL STATION ANNAPOLIS	ANNAPOLIS MD
AMPHIBIOUS BASE	NAVPHIBASE LITTLE CREEK	NORFOLK VA
NAVAL STATION	NAVAL STATION NORFOLK	NORFOLK VA
SUBMARINE BASE	NAVSUBASE KINGS BAY	KINGS BAY GA
NAVAL STATION	NAVAL STATION MAYPORT	MAYPORT FL
NAVAL STATION	NAVAL STATION PASCAGOULA	PASCAGOULA MS
NAVAL STATION	NAVAL STATION INGLESIDE	INGLESIDE TX
NAVAL STATION	NAVAL STATION ROOSEVELT ROADS	ROOSEVELT ROADS PR
SUBMARINE BASE	SUBMARINE BASE BANGOR	SILVERDALE WA
NAVAL STATION	NAVAL STATION EVERETT	EVERETT WA
NAVAL STATION	NAVAL STATION SAN DIEGO	SAN DIEGO CA
NAVPHIBASE	CORONADO CA	SAN DIEGO CA
NAVAL STATION	NAVAL STATION PEARL HARBOR	PEARL HARBOR HI
SUBMARINE BASE	SUBMARINE BASE SAN DIEGO	SAN DIEGO CA
SUBMARINE BASE	SUBMARINE BASE PEARL HARBOR	PEARL HARBOR HI
NAVAL STATION	NAVAL STATION GUAM	GUAM
NAVAL AIR STATION	*NAVAL AIR STATION NORTH ISLAND*	*NORTH ISLAND CA*

DC 6

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

J. R. JARRELL, CAPT, USN
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

2 MAY 1994
Date

NAVAL AIR STATION, NORTH ISLAND
Activity

BRAC-95 CERTIFICATION DATA CALL SIX

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

MAJOR CLAIMANT LEVEL

R. J. KELLY
NAME (Please type or print)

R. J. Kelly
Signature

Commander in Chief
Title

6/10/94
Date

U.S. Pacific Fleet
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)

J. B. Greene Jr
Signature

ACTING
Title

6/20/94
Date

BRAC-95 CERTIFICATION
NAS NORTH ISLAND DATA CALL 6

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

NEXT ECHELON LEVEL (if applicable)

Captain James E. Eckart, USN
NAME (Please type or print)

Signature

Acting
Title

17 May 1994
Date

COMNAVAIRPAC
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

BRAC-95 CERTIFICATION DATA CALL SIX

NAS NORTH ISLAND

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

MAJOR CLAIMANT LEVEL

R. J. KELLY
NAME (Please type or print)

Signature

Commander in Chief
Title

6/10/94
Date

U.S. Pacific Fleet
Activity

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

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

W. A. EARNER
NAME (Please type or print)

Signature

Title

2/2/95
Date

BRAC-95 CERTIFICATION
NAS NORTH ISLAND DATA CALL 6

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

NEXT ECHELON LEVEL (if applicable)

Captain James E. Eckart, USN
NAME (Please type or print)

Signature

Acting
Title

17 May 1994
Date

COMNAVAIRPAC
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

BRAC-95 CERTIFICATION

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

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

ACTIVITY COMMANDER

J. R. JARRELL, CAPT, USN
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

2 MAY 1994
Date

NAVAL AIR STATION, NORTH ISLAND
Activity

17

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION: NAS NORTH ISLAND

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

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

Data for Military Value Analysis

NAS North Island UIC 00246 DATACALL #38

Mission Requirements

1. List the types and number of transient aircraft/detachments supported at this air station during FY 93 and describe the training and/or military missions conducted by these aircraft while stationed here. If supporting transient aircraft/detachments is a major mission, attach detailed schedules for the 1st & 2nd quarters FY 94.

Data on FY 93 transient aircraft no longer available. 1st and 2nd quarter FY 94 transients are listed in Table 1.1. The vast majority of our transient aircraft are on training missions including carrier landing qualifications, fleet and air exercises, night vision device, paradrops, fast line envelopments and other special operations, search and rescue, and instrument cross-country flights. North Island is an attractive stopover for transients because of its proximity to both on- and off-shore training areas, and being open 24-hours. Transients on non-training missions to North Island are almost entirely logistics (cargo and/or passengers) flights.

We do not maintain "detailed schedules" for transient aircraft, due to the very large volume of transient traffic.

Table 1.1 Transient Aircraft

Types of Aircraft/Unit Name/T/M/S (Unit data and model/series unavail.)	Description of Frequency, Quantity and Primary Mission (Frequency: Per every 6 Months. Primary Mission: see discussion above.)
F/A-18	203
P-3	172
H-60	43
AV-8	103
C-130	86
EA-6	43
A-6	34
H-53	44
C-135	10
C-5	13

C-12	43
A-4	22
E-2	16
S-3	9
C-20	6
H-1	65
H-46	38
PA-42	13
T-34	27
T-38	25
H-58	12
A-10	14
C-9	10
TC-4	12
F-14	15
T-39	10
F-16	17
F-15	12
T-44	7
T-114	8
C-141	10
C-21	4
B-747	1
C-310	47
Misc. other	47

Table 1.1 Transient Aircraft

Types of Aircraft/Unit. Name/T/M/S	Description of Frequency, Quantity and Primary Mission
P-3CUIII	**VP DET** - APPROXIMATELY 2 WK/MO, 8 A/C IOT SUPPORT CVBG WORKUPS.
HH-60H	**NAVAIRES** - HCS 5 OPERATED 4 HH-60H AIRCRAFT OUT OF NAS NORTH ISLAND FOR APPROXIMATELY 8 DAYS (2 DAYS EACH QUARTER) DURING FY93. THEIR PURPOSE WAS PARTICIPATION IN LOCAL EXERCISES.
MH-53D	**NAVAIRES** - HM 19 OPERATED 4 MH-53D AIRCRAFT OUT OF NAS NORTH ISLAND FOR APPROXIMATELY 20 DAYS (8 SEPARATE OCCASIONS) DURING FY93. THEY WERE PARTICIPATING IN LOCAL AREA EXERCISES.
C-9B AND DC-9	**NAVAIRES** - VARIOUS RESERVE VR SQUADRONS FREQUENTLY ROUTE C-9B AND DC-9 AIRCRAFT THROUGH NAS NORTH ISLAND ON LOGISTIC SUPPORT MISSIONS. THEIR TIME ON GROUND VARIES FROM AN HOUR TO NO MORE THAN 1 DAY.

2.a. List the training ranges (including land areas used for tactical or infantry training), outlying airfields, auxiliary airfields and airspace that are actively managed (scheduled or controlled) by the air station.

Table 2.1 Training Management

Managed Training Assets	Management Role
NALF SAN CLEMENTE ISLAND	CONTROLLED
NOLF IMPERIAL BEACH	CONTROLLED

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

Table 2.2 Other Installations

Installation	Agency	Reason for Consideration
NONE		

NAS North Island UIC 00246 DATACALL #38

General Military Support

3.a. Does this air station directly support a military or civilian area control and surveillance mission (i.e., FACSFAC, FAA support)? If so, provide details of your level of support.

A STANDARD TENANT/LANDLORD RELATIONSHIP EXISTS BETWEEN FACSFAC AND NAS NORTH ISLAND. FACSFAC HEADQUARTERS AND ADMINISTRATIVE STAFF ARE LOCATED AT NAS NORTH ISLAND PROPER. FACSFAC OPERATED RANGES AND RADAR SITES ARE LOCATED ON SAN CLEMENTE ISLAND, WHICH IS ADMINISTERED BY NAS NORTH ISLAND. NAS NORTH ISLAND PROVIDES DAILY PERSONNEL AIR LIFT SERVICES TO AND FROM SAN CLEMENTE ISLAND (SCI), AND WEEKLY BARGE SERVICE TO SCI FOR PARTS AND MATERIALS.

3.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

BASED ON PLANS TO INCORPORATE THE LARGE AREA TRACKING RANGE SYSTEM AND A THREAT AVOIDANCE SITE, INCREASED UTILIZATION OF SCI IS ANTICIPATED. COMMENSURATELY, INCREASED AVAILABILITY FOR TRAINING WOULD DRIVE INCREASED TRAINING FLIGHTS.

3.c. List all other installations (DoD and Non-DoD) that could potentially support this mission. THERE ARE NO OTHER COMMANDS AVAILABLE THAT COULD SUPPORT THE FACSFAC MISSION.

4.a. Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP)?

NAS NORTH ISLAND WOULD BE RESPONSIBLE FOR LOAD OUT OF AIRCRAFT CARRIERS AND OTHER SURFACE SHIPS. THE ROLE OF NAS NORTH ISLAND REMAINS BASICALLY THE SAME DURING A CONTINGENCY OR WARTIME OPERATION. NAS NORTH ISLAND WOULD ASSIST IN RAPID DEPLOYMENT AND LOAD OUT OF HOMEPORTED FORCES AND OTHER SURFACE SHIPS AS WELL AS RECEIVE AND SUPPORT INCOMING FORCES, MATERIAL, AND PERSONNEL OPERATING THROUGH NAS NORTH ISLAND COMPLEX AND PROVIDE WEAPONS LOGISTICS SUPPORT.

4.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

DUE TO THE IMPACT FROM BRAC 93 THE CURRENT MISSION LEVEL IS EXPECTED TO INCREASE IN THE FORESEEABLE FUTURE (I.E., CVN HOMEPORTING, NAVY

BAND)

4.c. List all other installations (DoD and Non-DoD) that could potentially support this mission.

NWS SEAL BEACH COULD PROVIDE WEAPONS LOGISTICS SUPPORT.

5. List any other military support missions currently conducted at/from this air station (i.e., port of embarkation for USMC personnel).

- SPECIAL WARFARE/SEAL TRAINING OPERATIONS (FAST ROPE, SOF DUCK, VBSS, CAST AND RECOVERY)
- EXPLOSIVE ORDNANCE DISPOSAL TRAINING SUPPORT
- NAVAL AVIATION DEPOT
- DEEP SUBMERGENCE RESCUE VEHICLES

6. Are any new military missions planned for this air station?

CHG BY CNAP 9406

As a result of base closures and consolidations, several activities are in the process of relocating to NAS North Island and OLF Imperial Beach. These activities include the VQ-5, Navy Band, San Diego, Navy Recruiting District HQ, Naval Safety School Detachment, Naval Inshore Undersea Warfare Group, Construction Battalion Unit 405, and the PWC Environmental Laboratory & Inspection Group. In addition, NAS North Island is being proposed for the homeporting of 3 CVN's and as the site for a Southern California Controlled Industrial Facility to provide CVN maintenance and support.

7.a. List all ground combat or special operations units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.1 Ground Combat or Special Operations Units

Ground Unit	Training Function / Facilities Used
NAVSPECWARCEN	LAND AND UNDERWATER DEMOLITION AND SMALL ARMS TRAINING/ALBERT E. HUEY TRAINING FACILITIES
SEAL TEAMS 1, 3, 5	LAND, SEA AND AIR ASSAULT. NALF SAN CLEMENTE ISLAND FACILITIES.
USAF - 71SOS - AFSOC - 1/160TH SOAR - 1849 EIS	SPECIAL OPERATIONS AIRBORNE AND ELECTRONIC INTERCEPTION. NALF SAN CLEMENTE ISLAND FACILITIES.

RESERVE UNITS: - MIUW 101 - MIUW 106	MOBILE INSHORE UNDERWATER WARFARE. NALF SAN CLEMENTE ISLAND FACILITIES.
USMC: - 1ST BATTALION, 3,9,5 - 3RD BATTALION 9 - 5TH MARINE EXPEDITIONARY FORCE - MAG 303 - 1ST MARINE EXPEDITIONARY FORCE, FMFPAC	LAND AND AMPHIBIOUS ASSAULT TRAINING. NALF SAN CLEMENTE ISLAND FACILITIES.
NAVY: - SPECIAL BOAT UNITS- 12, 13 - COMSUBRON, 11, 3, 5	- AMPHIBIOUS ASSAULT TRAINING. NALF SAN CLEMENTE ISLAND FACILITIES. - TEST, EVALUATION, AND OPERATION OF BOATS ON THE UNDERWATER RANGE. NALF SAN CLEMENTE ISLAND FACILITIES.

7.b. List all other operational units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.2 Other Units

Operational Unit	Training Function / Facilities Used
COMCARGRU 1	COMBAT SUPPORT OPERATIONS. NALF SAN CLEMENTE ISLAND FACILITIES
NAS NORTH ISLAND SQUADRONS	FIELD CARRIER LANDING PRACTICE - AUTOMATIC AND MANUAL. NALF SAN CLEMENTE ISLAND FACILITIES
FASO	FASOTRAGRUPAC - SURVIVAL TRAINING, REMOTE TRAINING SITE WARNER SPRINGS
VARIOUS VP DETS	VP/CVBG INTEROPERABILITY TRAINING
NORA 1994	PROVIDE METEOROLOGICAL AND OCEANOGRAPHIC OBSERVATION AND FORECASTING TRAINING, (AG RATE TRAINING). DRILL SITE - BLDG. 14 - NAS NORTH ISLAND

USMC: - CEB 14, 17	CONSTRUCTION ENGINEERING BATTALION. NALF SAN CLEMENTE ISLAND FACILITIES.
NAVY: - AMPHIBIOUS WARFARE TRNG DEPT - SUBDEVGRU 1 - EODMU-3	 - AMPHIBIOUS WARFARE TRAINING. NALF SAN CLEMENTE ISLAND FACILITIES. - UNDERWATER UNMANNED VEHICLE TRAINING AND TRAINING ON THE UNDERWATER RANGE. NALF SAN CLEMENTE ISLAND FACILITIES. - EXPLOSIVE ORDNANCE DISPOSAL. NALF SAN CLEMENTE ISLAND FACILITIES.

7.c. List all Joint (non-DON) units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.3 Joint Units

Operational Unit	Training Function / Facilities Used
NONE	

8. Does the air station or its tenants have any requirements to support training of other Navy and Marine Corps forces or non-DON Joint forces (e.g., ground force training, battle group exercise, etc.)

Table 8.1 Forces Supported

Forces	Location / Distance	Type of Support	Frequency
BATTLE GROUPS	AT SEA 100 - 200 NM	DIVERT FIELD, REFUELING/RESUPPLY, ORDNANCE STORAGE, AIR RESUPPLY, ASWOC, FACSFAC, FOREIGN SHIP SUPPORT	QUARTERLY
AMPHIB READY GROUPS	AT SEA 100 - 200 NM	DIVERT FIELD, REFUELING/RESUPPLY, ORDNANCE STORAGE, AIR RESUPPLY, ASWOC, FACSFAC, FOREIGN SHIP SUPPORT	QUARTERLY

MID EAST FORCE DEPLOYERS	AT SEA 100 - 200 NM	DIVERT FIELD, REFUELING/RESUPPLY, ORDNANCE STORAGE, AIR RESUPPLY, ASWOC, FACSFAC, FOREIGN SHIP SUPPORT	QUARTERLY
CANADIAN FORCES/ JMSDF/ AUSTRALIA/ S. KOREA/ S. AMERICAN FORCES	W-291-20NM	MULTINATIONAL BATTLE GROUP EXERCISE TRAINING. SCHEDULING FLEET OPERATING AREAS FOR EXCLUSIVE AND NON EXCLUSIVE TRAINING REQUIREMENTS.	ONGOING
COAST GUARD/ U.S. CUSTOMS/ CA AIR NATIONAL GUARD/CIVIL AIR PATROL	W-291-20NM	SCHEDULING FLEET OPERATING AREAS FOR EXCLUSIVE AND NON EXCLUSIVE TRAINING REQUIREMENTS	ONGOING
SAN DIEGO COUNTY SHERRIFF	SAN CLEMENTE ISLAND	MAINTAIN RADIO REPEATER AT SCI	ONGOING

CCG-7 - ALL CCG-7 AND BATTLE GROUP SUPPORT TRAINING IS CONDUCTED IN HOUSE OR ABOARD USS CORONADO OR BATTLE GROUP ASSETS (I.E., USS NIMITZ, USS LAKE CHAMPLAIN). THERE ARE CIRCUMSTANCES WHERE CARRIER QUALIFICATIONS ARE DONE. NASNI BASED AIR SQUADRONS ROUTINELY USE NASNI FACILITY TO INCLUDE LANDING AND SUPPORT. DURING WORKUPS AIRFIELD IS USED TO STAGE, STORE, PICKUP AND DELIVER STAFF, EQUIPMENT AND PERSONNEL TO/FROM BATTLE GROUP VIA AIR TERMINAL.

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

FACSFAC IS THE THIRD FLEET EXECUTIVE AGENT FOR ALL MILITARY SEARCH AND RESCUE (SAR) IN THE COMCOGARD 11 DISTRICT, EASTERN PACIFIC SAR SUBREGION.

NAS NORTH ISLAND EMERGENCY MANAGEMENT DOES HAVE AN EMERGENCY MANAGEMENT PLAN THAT PROVIDES FOR COMPREHENSIVE GUIDANCE ON ORGANIZATION, PLANNING AND TRAINING FOR THE COMMAND TO BE ABLE TO REACT BEFORE, DURING AND AFTER HOSTILE ACTION, MAN MADE OR NATURAL

DISASTERS; SECURITY DEPARTMENT EMERGENCY MANAGEMENT HAS A PARTIAL ROLE IN THE EVENT OF MAN-MADE OR NATURAL DISASTERS WHICH RESULTS IN REQUIREMENT TO LOCATE AND REMOVE VICTIM(S) TO A PLACE OF SAFETY. THERE IS NO LOCAL EVACUATION PLAN IN EXISTENCE.

9.b. Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

NAVAL PACIFIC METEOROLOGY AND OCEANOGRAPHY FACILITY, SAN DIEGO, A TENANT COMMAND ONBOARD NAVAL AIR STATION, NORTH ISLAND PROVIDES DIRECT METEOROLOGICAL SUPPORT TO ALL U.S. NAVY, AND MARINE CORPS ACTIVITIES WITHIN THE COMNAVBASE SAN DIEGO AND COMTHIRDFLT AREAS OF RESPONSIBILITY (AOR). ADDITIONALLY, TAILORED ENVIRONMENTAL SUPPORT IS PROVIDED TO COMNAVAIRPAC, COMNAVSURFPAC, COMNAVSPECWAR, DEEP SUBMERGENCE UNIT (DSU) SAN DIEGO, NAVAL RESEARCH AND DEVELOPMENT (NRAD), FLEASWTRACEN, TACTRAGRUPAC AND VARIOUS OTHER DOD ACTIVITIES.

10.a. Does this air station currently have any special non-DoD or civilian support missions (i.e., counter-drug, scientific support)? If so, describe.

NAVAL PACIFIC METEOROLOGY AND OCEANOGRAPHY FACILITY, SAN DIEGO - THE METS REGULARLY EMBARK AND PROVIDE TACTICAL ENVIRONMENTAL SUPPORT ONBOARD U.S. COAST GUARD AND NAVAL VESSELS INVOLVED IN DRUG INTERDICTION. SCIENTIFIC SUPPORT HAS BEEN PROVIDED TO NOAA, DEPARTMENT OF ENERGY, NAVAL POSTGRADUATE SCHOOL AND THE NAVAL RESEARCH LABORATORY IN SUPPORT OF RESEARCH.

CA ARMY NATIONAL GUARD - THE CALIFORNIA ARMY NATIONAL GUARD CONDUCTS COUNTER NARCOTICS MISSION UTILIZING ADMINISTRATIVE OFFICES, AIRCRAFT MAINTENANCE AND PARKING SPACES FOR 4 OH-58A HELICOPTERS AT NAS NORTH ISLAND.

U.S. BORDER PATROL - THE PREVENTION OF ILLEGAL ENTRY OF UNDOCUMENTED ALIENS INTO THE U.S., AND TO PROTECT OUT BORDERS.

NAS NORTH ISLAND WEAPONS DEPARTMENT - SUPPLIES EXPLOSIVES TO SCRIPPS INSTITUTE SHIPS.

U.S. CUSTOMS - CONDUCTS DRUG INTERDICTION FROM NAS NORTH ISLAND UTILIZING ADMINISTRATIVE OFFICES, AIRCRAFT MAINTENANCE AND PARKING SPACES FOR AIRCRAFT.

NAS North Island UIC 00246 DATACALL #38

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: W-291

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). WARNING AREA
b. Dimensions (nmi. x nmi. x ft of altitude) 207,600 SQ, NM SURFACE TO FL 800
c. Distance from main airfield - 20 NM
d. Time en route from main airfield - 5 MINS
e. Controlling agency FAA LOS ANGELES ARTCC
f. Scheduling agency FACSFAC SAN DIEGO
g. Are canned/stereo airways needed to access air space? NO, BUT THEY ARE AVAILABLE
h. Is the airspace under radar coverage? YES - APPROXIMATELY 20% OF NORTHERN PORTION OF WARNING AREA.
i. Is the airspace under communications coverage? SAME AS ABOVE.
j.Number of low level airways (below 18,000 ft) that bisect airspace NONE
k. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
l. Number of sorties flown in FY 1993
- By Navy/USMC - 88,127
- By other services (including reserves and national guard) - 4,104
m. Percent of sorties cancelled due to weather. UNKNOWN
n.Number of available hours in FY 1993 - 8,760 HOURS (24 HOURS A DAY)
o.Number of scheduled hours in FY 1993
- By Navy/USMC - NOT AVAILABLE
- By other services (including reserves and national guard)
p.Number of hours used - NOT AVAILABLE
- By Navy/USMC
- By other services (including reserves and national guard)
q. Types of training permitted - AIR COMBAT MANEUVERING, AIR INTERCEPT, FUNCTIONAL CHECK FLIGHTS, ANTI-SUBMARINE WARFARE, MARITIME PATROL, INFLIGHT REFUELING, AIR-TO-AIR WARFARE EXERCISES, AIR-TO-AIR GUNNERY EXERCISES, WAR-AT-SEA EXERCISES, AIR-TO-AIR MISSILE EXERCISES, FAMILIARIZATION FLIGHTS, COMMERCIAL AIR CARRIER TRANSITS, RANGE ELECTRONIC WARFARE SIMULATION/THREAT AVOIDANCE, MINE WARFARE EXERCISES, SHORE-BOMBARDMENT, LASER AND REMOTE PILOT VEHICLE (RPV) OPERATIONS.
r. Is the training within this airspace affected by environmental issues? If so, how? W-291

OVERLIES INTERNATIONAL WATERS; THEREFORE, THE MAIN ENVIRONMENTAL ISSUES CENTER AROUND SAN CLEMENTE ISLAND. NAS NORTH ISLAND NATURAL RESOURCES OFFICE IS THE COGNIZANT AUTHORITY ON THIS SUBJECT.

ENVIRONMENTAL ISSUES RARELY AFFECT TRAINING EVOLUTIONS ONBOARD NAS NORTH ISLAND. HOWEVER, CEILING AND VISIBILITY ARE OCCASIONALLY BELOW MINIMUMS DUE TO DENSE FOG OR MARINE LAYER CLOUDINESS.

Airspace Designator: KANE MOA EAST/WEST

a. MOA
b. SEE FLIP FOR COORDINATES- ENCLOSURE 1
   ALTITUDE CEILING - KANE EAST - 40K MSL
   ALTITUDE CEILING - KANE WEST - 15K MSL
c. 80 NM
d. 15 MINS
e. FAA LOS ANGELES ARTCC
f. MCAS YUMA ARIZONA
g. NO
h. YES
i. YES
j. NONE
k. NONE
l. - By Navy/USMC - S-3B: 250
   - By other services (including reserves and national guard) UNKNOWN
m. UNKNOWN
n. 5,600
o. - By Navy/USMC - S-3B: 300
   - By other services (including reserves and national guard)
     UNKNOWN
p. - By Navy/USMC - S-3B: 300
   - By other services (including reserves and national guard)
     UNKNOWN
q. FAM, FORM AND IFR

r. ENVIRONMENTAL ISSUES RARELY AFFECT TRAINING EVOLUTIONS ONBOARD NAS NORTH ISLAND AND *KANE MOA EAST/WEST*. HOWEVER, CEILING AND VISIBILITY ARE OCCASIONALLY BELOW MINIMUMS DUE TO DENSE FOG OR MARINE LAYER CLOUDINESS.

Change N4644-CPF JUL 94

13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

Range Name: NAS FALLON - (B-20, B-19, B-17, B-16)

a. Location (city/county and state) FALLON, NEVADA
b. Distance from main airfield 550 NM
c. Time en route from main airfield S-3B: 1.7 HOURS; HS-3.5 HRS
d. Controlling agency NAS FALLON RANGE CONTROL
e. Scheduling agency NAS FALLON RANGE CONTROL
f. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? YES
h. Is the airspace under communications coverage? YES
i. Number of low level airways (below 18,000 ft) that bisect airspace NONE
j. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
k. Number of sorties flown in FY 1993
   - By Navy/USMC - S-3B: 1000 EST
   - By other services (including reserves and national guard) UNKNOWN
l. Percent of sorties cancelled due to weather. UNKNOWN
m. Number of available hours in FY 1993 - 4150 HOURS
n. Number of scheduled hours in FY 1993 -
   - By Navy/USMC - S-3B: 1000
   - By other services (including reserves and national guard) UNKNOWN
o. Number of hours used
   - By Navy/USMC - S-3B: 1000
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted - LIVE AND INERT TRAINING, EW AND STRIKE TRAINING
q. Is the training within this airspace impeded by environmental issues?

ENVIRONMENTAL ISSUES RARELY AFFECT TRAINING EVOLUTIONS ONBOARD NAS NORTH ISLAND *AND NAS FALLON.* HOWEVER, CEILING AND VISIBILITY ARE OCCASIONALLY BELOW MINIMUMS DUE TO DENSE FOG OR MARINE LAYER CLOUDINESS.

Change N4644- CPF JUL 94

Range Name: CAMP PENDLETON

a. Location (city/county and state) MCAS CAMP PENDLETON, CA
b. Distance from main airfield 35 NM
c. Time en route from main airfield HSL - 30 MINUTES

d. Controlling agency ARTCC LOS ANGELES
e. Scheduling agency COMMANDING GENERAL CAMP PENDLETON
f. Are canned/stereo airways needed to access air space? NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? YES
h. Is the airspace under communications coverage? YES
i. Number of low level airways (below 18,000 ft) that bisect airspace - NONE
j. Number of high altitude airways (above 18,000 ft) that bisect airspace - NONE
k. Number of sorties flown in FY 1993
- By Navy/USMC - HSL: 500
- By other services (including reserves and national guard) UNKNOWN
l. Percent of sorties cancelled due to weather. UNKNOWN
m. Number of available hours in FY 1993 - 5824
n. Number of scheduled hours in FY 1993
- By Navy/USMC - UNKNOWN
- By other services (including reserves and national guard) UNKNOWN
o. Number of hours used
- By Navy/USMC - HSL: 1000
- By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted - LOW LEVEL NAVIGATION
q. Is the training within this airspace impeded by environmental issues?

ENVIRONMENTAL ISSUES RARELY AFFECT TRAINING EVOLUTIONS ONBOARD NAS NORTH ISLAND *AND MCAS CAMP PENDLETON.* HOWEVER, CEILING AND VISIBILITY ARE OCCASIONALLY BELOW MINIMUMS DUE TO DENSE FOG OR MARINE LAYER CLOUDINESS.

Change N4644-CPF JUL 94

Range Name: SCORE - SOUTHERN CALIFORNIA OFFSHORE ASW RANGE
a. Location (city/county and state) SAN CLEMENTE ISLAND, CA
b. Distance from main airfield 80 NM
c. Time en route from main airfield HSL: 1 HOUR/ S-3B: 15 MINUTES
d. Controlling agency FACSFAC, SAN DIEGO
e. Scheduling agency FACSFAC, SAN DIEGO - ASW RANGE OPERATIONS CENTER
f. Are canned/sterio airways needed to access air space? NO
g. Is the airspace under radar coverage? YES
h. Is the airspace under communications coverage? YES
i. Number of low level airways (below 18,000 ft) that bisect airspace NONE

j. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
k. Number of sorties flown in FY 1993 - TOTAL 785
- By Navy/USMC:
VS (S-3): 151 ASW/11EW
VP (P-3p: 51 ASW
HS (H-3/H-60): 191 ASW
HSL (H-3/H-60): 359 ASW/5EW
VAW (E-2): 16EW - NOT ASSIGNED TO NAS NORTH ISLAND
VF (F-14): 1 EW - NOT ASSIGNED TO NAS NORTH ISLAND
- By other services (including reserves and national guard) - 29
l. Percent of sorties cancelled due to weather. 7.6%
m. Number of available hours in FY 1993. 2633
n. Number of scheduled hours in FY 1993
- By Navy/USMC - 1,793.6
- By other services (including reserves and national guard) - 80 (CONCURRENT WITH NAVY/USMC HOURS)
o. Number of hours used
- By Navy/USMC - 1,351.9
- By other services (including reserves and national guard) 80
p. Types of training permitted ASW/EW
q. Is the training within this airspace impeded by environmental issues?

ENVIRONMENTAL ISSUES RARELY AFFECT TRAINING EVOLUTIONS ONBOARD NAS NORTH ISLAND AND *SCORE, SAN CLEMENTE ISLAND.* HOWEVER, CEILING AND VISIBILITY ARE OCCASIONALLY BELOW MINIMUMS DUE TO DENSE FOG OR MARINE LAYER CLOUDINESS.

Change N4644- CPF JUL 94

NOTE: THIS QUESTION ASKED FOR AIR TO GROUND RANGES AND SCORE IS ACTUALLY AIR TO SURFACE. THIS IS OF CONCERN AS EW TRAINING MISSIONS HAVE NO FIRING/TORPEDO DROPPING ELEMENT.

Range Name: R-2510
a. Location (city/county and state) IMPERIAL COUNTY, CA
b. Distance from main airfield 80 NM
c. Time en route from main airfield S-3B: 15 MIN
d. Controlling agency MCAS YUMA RANGE CONTROL
e. Scheduling agency MCAS YUMA RANGE CONTROL
f. Are canned/stereo airways needed to access air space? NO
g. Is the airspace under radar coverage? YES
h. Is the airspace under communications coverage? YES

i. Number of low level airways (below 18,000 ft) that bisect airspace. NONE
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. NONE
k. Number of sorties flown in FY 1993
- By Navy/USMC - S-3B: 1000 EST
- By other services (including reserves and national guard) UNKNOWN
l. Percent of sorties cancelled due to weather. UNKNOWN
m. Number of available hours in FY 1993. - 4150
n. Number of scheduled hours in FY 1993
- By Navy/USMC - S-3B: 1000
- By other services (including reserves and national guard) UNKNOWN
o. Number of hours used
- By Navy/USMC - S-3B: 1000
- By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted - LIVE AND INERT TRAINING, EW AND STRIKE TRAINING
q. Is this training within this airspace impeded by environmental issues?

ENVIRONMENTAL ISSUES RARELY AFFECT TRAINING EVOLUTIONS ONBOARD NAS NORTH ISLAND *AND R-2510*. HOWEVER, CEILING AND VISIBILITY ARE OCCASIONALLY BELOW MINIMUMS DUE TO DENSE FOG OR MARINE LAYER CLOUDINESS.

Change N4644-CPF JUL 94

Range Name: NANOOSE UNDERWATER TRACKING RANGE
a. Location (city/county and state) BRITISH COLUMBIA, CANADA
b. Distance from main airfield 1100 NM
c. Time en route from main airfield: S-3B: 3.1 HOURS
d. Controlling agency - NUWC KEYPORT WA
e. Scheduling agency - NUWC KEYPORT WA
f. Are canned/stereo airways needed to access air space? NO
g. Is the airspace under radar coverage? YES
h. Is the airspace under communications coverage? YES
i. Number of low level airways (below 18,000 ft) that bisect airspace UNKNOWN
j. Number of high altitude airways (above 18,000 ft) that bisect airspace UNKNOWN
k. Number of sorties flown in FY 1993
- By Navy/USMC - S-3B: 200
- By other services (including reserves and national guard) UNKNOWN
l. Percent of sorties cancelled due to weather. UNKNOWN
m. Number of available hours in FY 1993. (ESTIMATED 2000 HRS)
n. Number of scheduled hours in FY 1993
- By Navy/USMC - S-3B: 200

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

o. Number of hours used
- By Navy/USMC - S-3B: 200
- By other services (including reserves and national guard) UNKNOWN

p. Types of training permitted - ASW

q. Is this training within this airspace impeded by environmental issues?
ENVIRONMENTAL ISSUES RARELY AFFECT TRAINING EVOLUTIONS ONBOARD NAS NORTH ISLAND. HOWEVER, CEILING AND VISIBILITY ARE OCCASIONALLY BELOW MINIMUMS DUE TO DENSE FOG OR MARINE LAYER CLOUDINESS.

Range Name: R-2533

a. Location (city/county and state) MCAS CAMP PENDLETON, CA
b. Distance from main airfield 30 NM
c. Time en route from main airfield: HSL: 30 MINUTES
d. Controlling agency - ARTCC LOS ANGELES
e. Scheduling agency - COMMANDING GENERAL CAMP PENDLETON
f. Are canned/stereo airways needed to access air space? NO
g. Is the airspace under radar coverage? YES
h. Is the airspace under communications coverage? YES
i. Number of low level airways (below 18,000 ft) that bisect airspace ONE
j. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
k. Number of sorties flown in FY 1993
- By Navy/USMC - HSL: 250
- By other services (including reserves and national guard) UNKNOWN

l. Percent of sorties cancelled due to weather. UNKNOWN
m. Number of available hours in FY 1993. 5824
n. Number of scheduled hours in FY 1993
- By Navy/USMC - HSL: 500
- By other services (including reserves and national guard) UNKNOWN

o. Number of hours used
- By Navy/USMC - HSL: 500
- By other services (including reserves and national guard) UNKNOWN

p. Types of training permitted - GCM

q. Is this training within this airspace impeded by environmental issues?

ENVIRONMENTAL ISSUES RARELY AFFECT TRAINING EVOLUTIONS ONBOARD NAS NORTH ISLAND *AND R-2533*. HOWEVER, CEILING AND VISIBILITY ARE OCCASIONALLY BELOW MINIMUMS DUE TO DENSE FOG OR MARINE LAYER CLOUDINESS.

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NAS North Island UIC 00246 DATACALL #38

13a. Is there a target within a restricted area within a 200 nautical mile radius of your air station where your aircraft can drop live MK-80 series GP bombs for training purposes? For each range, provide the following data: . . . . . .
NEW QUESTION - AMENDED PER BSAT - 11/2/94:
THIS INFORMATION WAS PROVIDED BY COMSEACONTROLWING - UIC 55633

Range Name: R-2507

a. Location (city/county and state) IMPERIAL COUNTY, CA
b. Distance from main airfield 180 NM
c. Time en route from main airfield S-3B: 30 MINUTES
d. Controlling agency MCAS YUMA RANGE CONTROL
e. Scheduling agency MCAS YUMA RANGE CONTROL
f. Are canned/stereo airways needed to access air space? NO
   - If so, how many? N/A
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A
g. Is the airspace under radar coverage? YES
h. Is the airspace under communications coverage? YES
i. Number of low level airways (below 18,000 ft) that bisect airspace UNKNOWN
j. Number of high altitude airways (above 18,000 ft) that bisect airspace UNKNOWN
k. Number of sorties flown in FY 1993
   - By Navy/USMC - S-3B: 90 EST*
   - By other services (including reserves and national guard) UNKNOWN
l. Percent of sorties cancelled due to weather. UNKNOWN
m. Number of available hours in FY 1993 - UNKNOWN
n. Number of scheduled hours in FY 1993 -
   - By Navy/USMC - S-3B: 33 HRS EST**
   - By other services (including reserves and national guard) UNKNOWN
o. Number of hours used
   - By Navy/USMC - S-3B: 33 HRS EST**
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted - LIVE AND INERT WEAPONS TRAINING
q. Is this training within this airspace impeded by environmental issues? NO

NOTE:
* FIGURES DERIVED FROM:
2 PLANE SORTIES (30 SORTIES TOTAL) TIMES 3 SQUADRONS/YR CONDUCTING THIS TYPE OF TRAINING. 30 SORTIES X 3 SQUADRONS EQUALS 90 SORTIES

19.a. R (28 NOV 94)

R

NAS North Island UIC 00246 DATACALL #38

** FIGURES DERIVED FROM:
11 HRS/SQUADRON TIMES 3 SQUADRONS/YR.
11 HRS X 3 SQUADRONS = 33 HOURS

19. b. R (28 Nov 94)

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

YES, POSSIBLE AIR ENCROACHMENT AS A RESULT OF THE 1988 EXPANSION OF THE U.S. TERRITORIAL SEA FROM THREE TO 12 NAUTICAL MILES IS OF GRAVE CONCERN TO FACSFAC SAN DIEGO. WHEN PRESIDENTIAL PROCLAMATION 5928 (27 DEC 1988) EXTENDED THE U.S. TERRITORIAL SEA FROM THREE TO 12 NAUTICAL MILES, IT DID NOT AUTOMATICALLY EXTEND DOMESTIC AIRSPACE BEYOND THREE NAUTICAL MILES. BY SEPARATE ACTION, THE FEDERAL AVIATION ADMINISTRATION (FAA) EXPANDED APPLICATION OF THE FAA ACT OF 1958 TO EXTEND ITS DOMESTIC AIR TRAFFIC CONTROL AUTHORITY TO INCLUDE THE AIRSPACE BETWEEN THREE AND 12 NAUTICAL MILES FROM THE COAST OF THE UNITED STATES. AT THAT TIME IT WAS GENERALLY UNDERSTOOD THE CHANNEL ISLANDS WERE EXEMPT FROM THE DOMESTIC AIRSPACE EXPANSION. ADDITIONALLY, PRIOR TO THE EXTENSION OF THE DOMESTIC AIRSPACE BOUNDARY, THE EXISTING THREE NAUTICAL MILE LIMIT, FOR AIRSPACE PURPOSES, WAS NOT IN EFFECT AROUND THE CHANNEL ISLANDS. SPECIAL FEDERAL AIR REGULATIONS (SFAR'S) HAVE BEEN ISSUED PERIODICALLY BY THE FAA TO ENSURE CURRENT SPECIAL USE AIRSPACE (SUA) BOUNDARIES ARE MAINTAINED UNTIL FINAL RESOLUTION CAN BE ACHIEVED. SFAR 53 IS SCHEDULED TO EXPIRE 15 JANUARY 1996 AND THE FAA HAS ADVISED THE DOD THAT ADDITIONAL EXTENSIONS ARE UNLIKELY. IF DOMESTIC AIRSPACE BECOMES COINCIDENTAL WITH THE CURRENT U.S. TERRITORIAL SEA BOUNDARIES AROUND SAN CLEMENTE AND SANTA CATALINA ISLANDS, IT WILL RADICALLY CHANGE THE NORTHERN BOUNDARIES OF W-291. THIS CHANGE WOULD REQUIRE FOUR NEW PIECES OF SUA TO BE CREATED, THEREBY EXACERBATING THE ALREADY COMPLEX SCHEDULING PROCEDURES USED IN W-291. FURTHER, THERE IS NO GUARANTEE THE NEW SUA PROPOSALS WOULD GAIN FAA APPROVAL, PARTICULARLY IN LIGHT OF THE REQUIRED ENVIRONMENTAL ASSESSMENT PROCESS. THE MOST DEVASTATING RESULT COULD BE LOSS OF THE ONLY SHORE BOMBARBMENT RANGE IN THE PACIFIC, CAUSING SERIOUS DEGRADATION TO FLEET TRAINING AND READINESS. THESE CONCERNS HAVE BEEN COMMUNICATED, VIA THE CHAIN OF COMMAND, TO CNO (N885).

15. Is the SUA/airspace for special use routinely used by aviation units or squadrons assigned to your air station sufficient to satisfy the air-to-air training, air-to-ground training and low level training missions of units assigned to the air station? Explain the nature and magnitude of any shortfalls.

CHG BY CNAP 9406

VP DET - SATISFACTORY
VRC 30 - SATISFACTORY
COMSEACONTROLWING - THERE IS SUFFICIENT SPECIAL USE AIRSPACE WITHIN THE LOCAL AREA TO SATISFY THE VS COMMUNITY TRAINING REQUIREMENTS. THE ONLY SHORTFALL IS THAT THE VS COMMUNITY MUST DET TO NAS FALLON AND NAS EL CENTRO FOR EVERY LIVE ORDNANCE FLIGHT DUE TO NAS NORTH ISLAND RESTRICTIONS.
COMHELTACWING - HC-3 IS ACTIVELY SEEKING A SITE FOR FRESH WATER LANDINGS FOR H-46 FRS TRAINING. EACH FRS STUDENT REQUIRES A 1.0 HOUR WATER LANDING FLIGHT TO COMPLETE THE H-46 SYLLABUS.
COMHSWING - AIRSPACE IS SUFFICIENT. NO SHORTFALLS NOTED.
NAS NORTH ISLAND PERSPECTIVE - SATISFACTORY

16. If deployments or detachments to other domestic locations are required to satisfy airspace shortfalls, fill out the following tables:

CHG BY CNAP 9406

Table16.1 Deployment Costs

WHERE	REASON	ANNUAL TAD COSTS ADVERSE WEATHER	ANNUAL TAD COSTS AIRSPACE NOT AVAILABLE	ANNUAL TAD COSTS NO LOCAL RANGE/ OTHER
NAS FALLON	**COMSEACONTROL** -ORDNANCE/ AIRWING TRNG			$160,000
NAS EL CENTRO	**COMSEACONTROL** -ORDNANCE			$22,000

17 R

NAS North Island UIC 00246 DATACALL #38

Airfields

17. For the main airfield(s) and each auxiliary and outlying field, provide the following data

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE LOCATION FOR NAS NORTH ISLAND AND OLF IMPERIAL BEACH)

Airfield Name: NAS North Island (NZY)

a. Location R
- 32.41.57N/117.12.52W
b. Distance from main airfield
- Not applicable
c. Does the airfield have more than one runway complex that can conduct independent (i.e. concurrent) flight operations? **Yes, intersecting runways 11/29 and 18/36**
d. Does the airfield have parallel or dual offset runways? **No**
e. Does the airfield have full-length parallel taxiways? **Yes for Runway 11/29. For Runway 18/36 only from the approach end of 18 to the runway intersection.**
f. Does the airfield have high speed taxiways? **No**
g. Does the airfield have a crosswind runway? **Yes, Runway 18/36**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **No**
i. How much capacity is lost? **Not applicable**
j. What percent of the time do conditions force the crosswind runway to be used? **Runway 29 is the runway most aligned with prevailing winds. Runway 18 is the crosswind runway and is used extensively as a departure runway for larger aircraft (P-3, C-130, C-9). Also used as main departure runway during noise abatement hours.**
k. Is the airfield equipped to support IFR flight operations? **Yes, equipped with ASR-8 Air Search Radar, FPN-63 Final Control Radar, and Runway 29 has approach lights with sequencing strobes and centerline lights.**
l. Is the airfield owned by the Navy or leased? **Owned by the Navy.**
m. Discuss any runway design features that are specific to particular types of aircraft (e.g. are the airfield facilities designed primarily for helo, prop, or jet train aircraft). **Runways are designed to support prop and jet traffic, however some helo ops are conducted to them.**
n. Does the air station perimeter road completely encircle the airfield? **Yes**
o. Is the air station perimeter road 100% paved? If not estimate the percentage paved. **100% paved.**
p. Does the perimeter fence completely enclose the operational

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Airfields

17. For the main airfield(s) and each auxiliary and outlying field, provide the following data

Airfield Name: NAS North Island (NZY)

a. Location
- **32.42.07N/117.12.52W**

b. Distance from main airfield
- **Not applicable**

c. Does the airfield have more than one runway complex that can conduct independent (i.e. concurrent) flight operations? **Yes, intersecting runways 11/29 and 18/36**

d. Does the airfield have parallel or dual offset runways? **No**

e. Does the airfield have full-length parallel taxiways? **Yes for Runway 11/29. For Runway 18/36 only from the approach end of 18 to the runway intersection.**

f. Does the airfield have high speed taxiways? **No**

g. Does the airfield have a crosswind runway? **Yes, Runway 18/36**

h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **No**

i. How much capacity is lost? **Not applicable**

j. What percent of the time do conditions force the crosswind runway to be used? **Runway 29 is the runway most aligned with prevailing winds. Runway 18 is the crosswind runway and is used extensively as a departure runway for larger aircraft (P-3, C-130, C-9). Also used as main departure runway during noise abatement hours.**

k. Is the airfield equipped to support IFR flight operations? **Yes, equipped with ASR-8 Air Search Radar, FPN-63 Final Control Radar, and Runway 29 has approach lights with sequencing strobes and centerline lights.**

l. Is the airfield owned by the Navy or leased? **Owned by the Navy.**

m. Discuss any runway design features that are specific to particular types of aircraft (e.g. are the airfield facilities designed primarily for helo, prop, or jet train aircraft). **Runways are designed to support prop and jet traffic, however some helo ops are conducted to them.**

n. Does the air station perimeter road completely encircle the airfield? **Yes**

o. Is the air station perimeter road 100% paved? If not estimate the percentage paved. **100% paved.**

p. Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **All areas adjoining land masses are fenced. All areas adjoining waterfronts (i.e. San Diego Bay and Pacific Ocean) are not fenced. Waterfront areas are continuously patrolled by security personnel.**

q. Is lack of fencing a security discrepancy? **Yes, however the air station is waivered with the current compensatory security measures.**

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areas of the air station? If not, explain why. **All areas adjoining land masses are fenced. All areas adjoining waterfronts (i.e. San Diego Bay and Pacific Ocean) are not fenced. Waterfront areas are continuously patrolled by security personnel.**
q. Is lack of fencing a security discrepancy? **Yes, however the air station is waivered with the current compensatory security measures.**

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Airfield Name: NOLF Imperial Beach (NRS)

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a. Location **32.34N/117.07W** R
b. Distance from main airfield **9.5 miles southeast of North Island.**
c. Does the airfield have more than one runway complex that can conduct independent (i.e. concurrent) flight operations? **Yes, Runways 8/26 and 9/27**
d. Does the airfield have parallel or dual offset runways? **No**
e. Does the airfield have full-length parallel taxiways? **No**
f. Does the airfield have high speed taxiways? **No**
g. Does the airfield have a crosswind runway? **No**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **Not applicable**
i. How much capacity is lost? **Not applicable**
j. What percent of the time do conditions force the crosswind runway to be used? **Not applicable**
k. Is the airfield equipped to support IFR flight operations? **Yes for Runway 27 only. Equipped with CPN-4 currently being replaced by FPN-63.**
l. Is the airfield owned by the Navy or leased? **Owned by the Navy.**
m. Discuss any runway design features that are specific to particular types of aircraft (e.g. are the airfield facilities designed primarily for helo, prop, or jet train aircraft). **Runways are designed to support helicopter ops only.**
n. Does the air station perimeter road completely encircle the airfield? **Yes**
o. Is the air station perimeter road 100% paved? If not estimate the percentage paved. **100% paved.**
p. Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **Yes**
q. Is lack of fencing a security discrepancy? **Not applicable**

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Airfield Name: NOLF Imperial Beach (NRS)

a. Location **33.85.00N/117.06.53W**
b. Distance from main airfield **9.5 miles southeast of North Island.**
c. Does the airfield have more than one runway complex that can conduct independent (i.e. concurrent) flight operations? **Yes, Runways 8/26 and 9/27**
d. Does the airfield have parallel or dual offset runways? **No**
e. Does the airfield have full-length parallel taxiways? **No**
f. Does the airfield have high speed taxiways? **No**
g. Does the airfield have a crosswind runway? **No**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **Not applicable**
i. How much capacity is lost? **Not applicable**
j. What percent of the time do conditions force the crosswind runway to be used? **Not applicable**
k. Is the airfield equipped to support IFR flight operations? **Yes for Runway 27 only. Equipped with CPN-4 currently being replaced by FPN-63.**
l. Is the airfield owned by the Navy or leased? **Owned by the Navy.**
m. Discuss any runway design features that are specific to particular types of aircraft (e.g. are the airfield facilities designed primarily for helo, prop, or jet train aircraft). **Runways are designed to support helicopter ops only.**
n. Does the air station perimeter road completely encircle the airfield? **Yes**
o. Is the air station perimeter road 100% paved? If not estimate the percentage paved. **100% paved.**
p. Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **Yes**
q. Is lack of fencing a security discrepancy? **Not applicable**

Airfield Name: NALF San Clemente Island (NUC)

a. Location **33.01.4N/118.35.20W**
b. Distance from main airfield **71 NM Northwest of NAS North Island**
c. Does the airfield have more than one runway complex that can conduct independent (i.e. concurrent) flight operations? **No**
d. Does the airfield have parallel or dual offset runways? **No**
e. Does the airfield have full-length parallel taxiways? **Yes**
f. Does the airfield have high speed taxiways? **No**
g. Does the airfield have a crosswind runway? **No**
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **Not applicable**
i. How much capacity is lost? **Not applicable**

j. What percent of the time do conditions force the crosswind runway to be used? **Not applicable**
k. Is the airfield equipped to support IFR flight operations? **Yes for Runway 23 only. Equipped with FPN-63.**
l. Is the airfield owned by the Navy or leased? **Owned by the Navy.**
m. Discuss any runway design features that are specific to particular types of aircraft (e.g. are the airfield facilities designed primarily for helo, prop, or jet train aircraft). **Runways are designed to support Jet training.**
n. Does the air station perimeter road completely encircle the airfield? **Yes**
o. Is the air station perimeter road 100% paved? If not estimate the percentage paved. **100% paved.**
p. Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **No, the operational areas of the air station are not fenced. The entire island is continuously patrolled by security personnel.**
q. Is lack of fencing a security discrepancy? **Yes, however the air station is waivered with the current compensatory security measures.**

18. Are the current airfield descriptions, operations and facilities consistent with the flight information publication (FLIP)? Attach a copy of the latest FLIP chart annotated with any updates.

A SMALL CHANGE HAS BEEN ENTERED ON THE ENCLOSURE. SEE ENCLOSURE 2.

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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	Description	Fund Year	Value
P-306	TARGET/PINGER FACILITY	88	2336K
P-528	AIRCRAFT MAINTENANCE HANGAR	88	3611K
P-567	MISSILE MAGAZINES	88	1658K
P-428	MEDICAL CLINIC	88	7604K
P-600	OPERATIONAL TRAINING FACILITY	88	16511K
P-573	MISSILE MAGAZINES	89	1476K
P-550	AIRCRAFT PARKING APRON	89	3611K
P-177	BUD/S TRAINING SCHOOL - NALF SCI	89	6258K
P-511	UPGRADE QUAYWALL ELECTRICAL SYSTEM	91	8470K
P-642	RANGE OPERATIONS CENTER EXPANSION	91	886K

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	Description	Fund Year	Value
P-549	DREDGE TURNING BASIN AND QUAYWALL	95	18830K
P-700	CVN WHARF - PHASE I	96	48080K
P-701	CONTROLLED INDUSTRIAL FACILITY	96	28000K
P-700A	CVN WHARF - PHASE II	97	48000K
P-702	CVN - SHIP MAINTENANCE FACILITY	97	26600K

20.b. List the project number, description, funding year, and value of the **BRAC related capital improvements planned** for 1995 through 1999.

Table 20.2 **Planned BRAC Capital improvements**

Project	Description	Fund Year	Value
P-805	AIRCRAFT MAINTENANCE HANGAR	95	10050K
P-806	AIRCRAFT PARKING APRON EXPANSION	95	2865K
P-807	SMALL BOAT PIER AND HELOPAD	95	1425K
P-808	MINE COUNTER MEASURES EQUIP. MAINT. FAC.	95	4770K
P-809	CIVIL ENGINEER SUPPORT EQUIP. MAINT. FAC.	95	2290K
P-812	SKIF FACILITY	95	441K
P-815	AIMD ADDITION	95	2512K
P-816	PSD EXPANSION	96	130K
P-817	CCG HEADQUARTERS FACILITY EXPANSION	96	580K
P-810	BOQ	96	1750K
P-194	BEQ	96	12500K
P-811	GALLEY EXPANSION	96	2480K

Project	Description	Fund Year	Value
P-813	REHAB/UPGRADE ADMINSTRATIVE OFFICES	96	512K
P-204	MEDICAL CLINIC EXPANSION	96	2700K
P-818	PARKING FACILITY	97	18500K

Personnel Support Facilities

21.. Administrative Spaces

21.a. In the following table, indicate the available space (SF), individual workstation (PN), and condition for each facility designated or used for administrative purposes.

Table 21.1 Administrative Support Spaces

Building Type	NAVFAC (P-80) category code	Adequate		Substandard		Inadequate		Total	
		SF	PN	SF	PN	SF	PN	SF	PN
Administrative office	610-10	427,576	unknown	531,267	unknown	38,613	unknown	997,456	unk
ADP installations	610-20	93,246	unknown	32,406	unknown	N/A	N/A	125,652	unk
Legal services	610-40	N/A	N/A	6,155	unknown	N/A	N/A	6,155	unk
Admin storage	610-77	34,341	N/A	5,811	N/A	13,925	N/A	54,077	NA
Underground administrative office	620-10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
Underground ADP installation	620-20	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
Underground admin storage	620-77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA

NO UNDERGROUND FACILITIES ON-STATION

21.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds. Does the deficiency result in a C3 or C4 designation on your baserep?

Existing facilities classified as inadequate due to facility age, seismic inadequacy, failure to meet current building standards, lack of adequate fire protection and structural deterioration. Alternate uses of these existing inadequate facilities are restricted by the same factors that caused these buildings to initially be classified as inadedquate. Estimated costs to rehabilitate/upgrade these facilities to meet current seismic and other buildng standards is $6,567,250. Of this, $1,302,000 is critical maintenance backlog. $751,000 has been programmed in FY94. These deficiencies have not resulted in C3 or C4 designations in the BASEREP.

22. Describe any administrative support facility limitations. Describe the potential for expansion of the services that administrative support facilities provide.

Administrative support facilities are fully occupied. Expansion of services would require construction of additiional facilities.

Table 19.1 Capital Improvement Expenditure

Project Number	Description	Fund Year	Value
N/A			

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23.a. List all specialized training facilities/simulators that are located at or near the air station.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE ADDITION OF H-2 SIMULATOR - REPORTED BY COMHELTACWING)

CHG BY CNAP 9406

Table 23.1 Specialized Training Facilities/Simulators Onboard/In Vicinity

Type	Purpose and Availability Elsewhere
N/A	**VP DET** - LOCATED MOFFETT FIELD TO BE MOVED TO WHIDBEY ISLAND, WA
VS-41	**COMSEACONTROL** - FLEET REPLACEMENT SQUADRON - (SINGLE SITE)
SWATS	**COMSEACONTROL** - ADVANCED WARFARE TRAINING (SINGLE SITE)
FASO	**COMSEACONTROL** - ADVANCED WARFARE TRAINING - (EAST COAST)
AVIATION PHYSIOLOGY	**COMSEACONTROL** - SWIM AND WATER SURVIVAL
FIRE FIGHTING SCHOOL	**COMSEACONTROL** - SHIPBOARD FIRE FIGHTING (VIRGINIA)
ASWROC	**COMSEACONTROL** - ASW TRAINING (CANADA, BAHAMAS, ST CROIX)
FIGHTER WEAPONS SCHOOL	**COMSEACONTROL** - DACM TRAINING (SINGLE SITE)
NAVAL STRIKE WARFARE CENTER	**COMSEACONTROL** - AIRWING READINESS TRAINING (SINGLE SITE)
NALCOMIS	**FASOTRAGRUPAC** - AVIATION MAINTENANCE TRAINING AVAILABLE AT FASOTRAGRUPAC DETACHMENTS ATSUGI, BARBERS POINT, LEMOORE, MIRAMAR, WHIDBEY ISLAND AND EL TORO.
MINOR TNG DEVICE	**FASOTRAGRUPAC** - 2C62 HELO SIMULATOR
SURVIVAL TRAINING	**FASOTRAGRUPAC** - REMOTE TRAINING SITE WARNER SPRINGS

23.a. List all specialized training facilities/simulators that are located at or near the air station.

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Table 23.1 Specialized Training Facilities/Simulators Onboard/In Vicinity

Type	Purpose and Availability Elsewhere
N/A	**VP DET** - LOCATED MOFFETT FIELD TO BE MOVED TO WHIDBEY ISLAND, WA
VS-41	**COMSEACONTROL** - FLEET REPLACEMENT SQUADRON - (SINGLE SITE)
SWATS	**COMSEACONTROL** - ADVANCED WARFARE TRAINING (SINGLE SITE)
FASO	**COMSEACONTROL** - ADVANCED WARFARE TRAINING - (EAST COAST)
AVIATION PHYSIOLOGY	**COMSEACONTROL** - SWIM AND WATER SURVIVAL
FIRE FIGHTING SCHOOL	**COMSEACONTROL** - SHIPBOARD FIRE FIGHTING (VIRGINIA)
ASWROC	**COMSEACONTROL** - ASW TRAINING (CANADA, BAHAMAS, ST CROIX)
FIGHTER WEAPONS SCHOOL	**COMSEACONTROL** - DACM TRAINING (SINGLE SITE)
NAVAL STRIKE WARFARE CENTER	**COMSEACONTROL** - AIRWING READINESS TRAINING (SINGLE SITE)
NALCOMIS	**FASOTRAGRUPAC** - AVIATION MAINTENANCE TRAINING AVAILABLE AT FASOTRAGRUPAC DETACHMENTS ATSUGI, BARBERS POINT, LEMOORE, MIRAMAR, WHIDBEY ISLAND AND EL TORO.
MINOR TNG DEVICE	**FASOTRAGRUPAC** - 2C62 HELO SIMULATOR
SURVIVAL TRAINING	**FASOTRAGRUPAC** - REMOTE TRAINING SITE WARNER SPRINGS

SH-60F/HH-60H AIRCRAFT MAINTENANCE TRAINING	**NAMTRAGRUDET** - MAINTENANCE TRAINING (NAS JACKSONVILLE, FL)
S-3 AIRCRAFT MAINTENANCE TRAINING	**NAMTRAGRUDET** - MAINTENANCE TRAINING (NAS CECIL FIELD, FL)
SH-60B AIRCRAFT MAINTENANCE TRAINING	**NAMTRAGRUDET** - MAINTENANCE TRAINING (NAS MAYPORT, FL)
CALIBRATION TRAINING	**NAMTRAGRUDET** - CALIBRATION TRAINING (NAS NORFOLK, VA)
LAUNCH AND RECOVERY SYSTEMS TRAINING	**NAMTRAGRUDET** - AVIATION BOATSWAINS MATES REFRESHER TRAINING (NAS NORFOLK, VA)
AIR LAUNCHED WEAPONS TRAINING	**NAMTRAGRUDET** - WEAPONS TRAINING (NAS NORFOLK, VA AND NAS MAYPORT, FL)
GENERAL AIRCRAFT MAINTENANCE	**NAMTRGRUDET** - INTERMEDIATE LEVEL MAINTENANCE OF AIRCRAFT SYSTEMS AND EQUIPMENT (VARIOUS LOCATIONS)
SUPPORT EQUIPMENT MAINTENANCE TRAINING	**NAMTRAGRUDET** - MAINTENANCE TRAINING (NAS JACKSONVILLE, FL)

NOTE: ALL COURSES AND LOCATIONS ARE LISTED IN CATALOG OF NAVY

SH-60F/HH-60H AIRCRAFT MAINTENANCE TRAINING	**NAMTRAGRUDET** - MAINTENANCE TRAINING (NAS JACKSONVILLE, FL)
S-3 AIRCRAFT MAINTENANCE TRAINING	**NAMTRAGRUDET** - MAINTENANCE TRAINING (NAS CECIL FIELD, FL)
SH-60B AIRCRAFT MAINTENANCE TRAINING	**NAMTRAGRUDET** - MAINTENANCE TRAINING (NAS MAYPORT, FL)
CALIBRATION TRAINING	**NAMTRAGRUDET** - CALIBRATION TRAINING (NAS NORFOLK, VA)
LAUNCH AND RECOVERY SYSTEMS TRAINING	**NAMTRAGRUDET** - AVIATION BOATSWAINS MATES REFRESHER TRAINING (NAS NORFOLK, VA)
AIR LAUNCHED WEAPONS TRAINING	**NAMTRAGRUDET** - WEAPONS TRAINING (NAS NORFOLK, VA AND NAS MAYPORT, FL)
GENERAL AIRCRAFT MAINTENANCE	**NAMTRGRUDET** - INTERMEDIATE LEVEL MAINTENANCE OF AIRCRAFT SYSTEMS AND EQUIPMENT (VARIOUS LOCATIONS)
SUPPORT EQUIPMENT MAINTENANCE TRAINING	**NAMTRAGRUDET** - MAINTENANCE TRAINING (NAS JACKSONVILLE, FL)

NOTE: ALL COURSES AND LOCATIONS ARE LISTED IN CATALOG OF NAVY

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TRAINING COURSES (CANTRAC)-NAVEDTRA 10500 PUBLICATION, DISTRIBUTED SEMI-ANNUALLY.

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Type	Purpose and Availability Elsewhere
14D3	**COMHSWING** - TEAM TACTICS TRAINER (JACKSONVILE, FL)
14HD	**COMHSWING** - ACOUSTIC TRAINER (JACKSONVILLE, FL)
2F146F	**COMHSWING** - MOTION BASED FLIGHT SIMULATOR (JACKSONVILLE, FL)
SWATS	**COMHSWING** - TACTICS SCHOOL (SINGLE SITE)
H-46 SIMULATOR 2F117B	**COMHELTACWING** - FLIGHT SIMULATION (SINGLE SITE)
H-2 SIMULATOR R	**COMHELTACWING** - SIMULATOR IS NO LONGER USED BY COMHELTACWING BECAUSE H-2'S HAVE GONE. WILL BE TRANSFERRED TO RESERVES FOR TRAINING PURPOSES, ONLY WEST COAST H-2 SIMULATOR. R
H-3 SIMULATOR 2F64C	**COMHELTACWING** - FLIGHT SIMULATION, ONLY WEST COAST H-3 SIMULATORS
NITE LAB	**COMHELTACWING** - NIGHT VISION GOGGLE TRAINING - HELICOPTER ONLY - ONLY NAVY NIGHT VISION GOGGLE LAB ON WEST COAST - MARINE CORPS LABS EXIST AT CAMP PENDLETON, YUMA, AND KANEOHE BAY.
SH-60B WPNS SYSTEM TRAINER	**COMHSLWING** - SH-60B EMERGENCY PROCEDURES/INSTRUMENT FLIGHT/AIRCREW TACTICS/WEAPONS/SIMULATION TRAINER / NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
SCORE RANGE	**COMHSLWING** - ASW/OVERWATER NAV/EW TRAINING / NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
AVIATION PHYSIOLOGY - NAS MIRAMAR	**COMHSLWING** - AVIATION PHYSIOLOGY AND AIRCREW SURVIVAL TRAINING (MCAS EL TORO)
NOLF IMPERIAL BEACH	**COMHSLWING** - HELICOPTER FAM, INSTRUCTIONAL, EMERGENCY PROCEDURES, SAR AND VERTREP TRAINING NOT AVAILABLE AT ANY OTHER LOCAL FACILITY

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TRAINING COURSES (CANTRAC)-NAVEDTRA 10500 PUBLICATION, DISTRIBUTED SEMI-ANNUALLY.

CHG BY CNAP 9406

Type	Purpose and Availability Elsewhere
14D3	**COMHSWING** - TEAM TACTICS TRAINER (JACKSONVILE, FL)
14HD	**COMHSWING** - ACOUSTIC TRAINER (JACKSONVILLE, FL)
2F146F	**COMHSWING** - MOTION BASED FLIGHT SIMULATOR (JACKSONVILLE, FL)
SWATS	**COMHSWING** - TACTICS SCHOOL (SINGLE SITE)
H-46 SIMULATOR 2F117B	**COMHELTACWING** - FLIGHT SIMULATION (SINGLE SITE)
H-3 SIMULATOR 2F64C	**COMHELTACWING** - FLIGHT SIMULATION, ONLY WEST COAST H-3 SIMULATORS
NITE LAB	**COMHELTACWING** - NIGHT VISION GOGGLE TRAINING - HELICOPTER ONLY - ONLY NAVY NIGHT VISION GOGGLE LAB ON WEST COAST - MARINE CORPS LABS EXIST AT CAMP PENDLETON, YUMA, AND KANEOHE BAY.
SH-60B WPNS SYSTEM TRAINER	**COMHSLWING** - SH-60B EMERGENCY PROCEDURES/INSTRUMENT FLIGHT/AIRCREW TACTICS/WEAPONS/SIMULATION TRAINER / NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
SCORE RANGE	**COMHSLWING** - ASW/OVERWATER NAV/EW TRAINING / NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
AVIATION PHYSIOLOGY - NAS MIRAMAR	**COMHSLWING** - AVIATION PHYSIOLOGY AND AIRCREW SURVIVAL TRAINING (MCAS EL TORO)
NOLF IMPERIAL BEACH	**COMHSLWING** - HELICOPTER FAM, INSTRUCTIONAL, EMERGENCY PROCEDURES, SAR AND VERTREP TRAINING NOT AVAILABLE AT ANY OTHER LOCAL FACILITY

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NALF SAN CLEMENTE ISLAND	**COMHSLWING** - SCORE RANGE SUPPORT/HELO SVCS FACILITY /NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
FLEET ASW TRAINING CENTER, POINT LOMA	**COMHSLWING** - COORDINATED ASW TRAINING/ NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
FLEET TRAINING CENTER, NAVAL STATION, SAN DIEGO	**COMHSLWING** - AVIATION FIRE FIGHTING TRAINING/ NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
FASOTRAGRUPAC	**COMHSLWING** - SURVIVAL, EVASION, ASSISTANCE AND ESCAPE TRAINING / NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
NAMTRAGRUDET	**COMHSLWING** - GENERAL AVIATION AND SH-60B MAINTENANCE TRAINING/ NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
SWATS	**COMHSLWING** - SEABASED WEAPONS AND TACTICS TRAINING / NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
TAMPS (TACTICAL MISSION PLANNING SYSTEM)	**SWATS** - NAVY'S STANDARD MISSION PLANNING SYSTEM. NEAREST AVAILABLE ALTERNATIVE IS AT NAS MIRAMAR. MIRAMAR SYSTEM IS DEDICATED TO STRIKE/FIGHTER/AEW. SWATS' SYSTEM IS ONLY ONE AVAILABLE FOR WEST COAST VS/HS/HSL TRAINING. SWATS CONDUCTS ONLY WEST COAST DATABASE ADMINISTRATOR COURSE.
IMAT (INTERACTIVE MULTIDIMENSIONAL ACOUSTIC TRAINER)	MULTI-USE TRAINING AID, USED FOR SUBMARINE OPERATIONS TRAINING, ENVIRONMENTAL AND SONOBUOY CAPABILITY TRAINING. SYSTEM ON LOAN FROM NAVY PERSONNEL RESEARCH AND DEVELOPMENT CENTER, OTHER SYSTEMS AT AW "A" SCHOOL, MEMPHIS TN AND TACTICAL TRAINING COURSE, BARBERS POINT, HI.

NALF SAN CLEMENTE ISLAND	**COMHSLWING** - SCORE RANGE SUPPORT/HELO SVCS FACILITY /NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
FLEET ASW TRAINING CENTER, POINT LOMA	**COMHSLWING** - COORDINATED ASW TRAINING/ NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
FLEET TRAINING CENTER, NAVAL STATION, SAN DIEGO	**COMHSLWING** - AVIATION FIRE FIGHTING TRAINING/ NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
FASOTRAGRUPAC	**COMHSLWING** - SURVIVAL, EVASION, ASSISTANCE AND ESCAPE TRAINING / NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
NAMTRAGRUDET	**COMHSLWING** - GENERAL AVIATION AND SH-60B MAINTENANCE TRAINING/ NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
SWATS	**COMHSLWING** - SEABASED WEAPONS AND TACTICS TRAINING / NOT AVAILABLE AT ANY OTHER LOCAL FACILITY
TAMPS (TACTICAL MISSION PLANNING SYSTEM)	**SWATS** - NAVY'S STANDARD MISSION PLANNING SYSTEM. NEAREST AVAILABLE ALTERNATIVE IS AT NAS MIRAMAR. MIRAMAR SYSTEM IS DEDICATED TO STRIKE/FIGHTER/AEW. SWATS' SYSTEM IS ONLY ONE AVAILABLE FOR WEST COAST VS/HS/HSL TRAINING. SWATS CONDUCTS ONLY WEST COAST DATABASE ADMINISTRATOR COURSE.
IMAT (INTERACTIVE MULTIDIMENSIONAL ACOUSTIC TRAINER)	MULTI-USE TRAINING AID, USED FOR SUBMARINE OPERATIONS TRAINING, ENVIRONMENTAL AND SONOBUOY CAPABILITY TRAINING. SYSTEM ON LOAN FROM NAVY PERSONNEL RESEARCH AND DEVELOPMENT CENTER, OTHER SYSTEMS AT AW "A" SCHOOL, MEMPHIS TN AND TACTICAL TRAINING COURSE, BARBERS POINT, HI.

23.b. List other facilities/simulators not available locally that would assist the training mission.

Table 23.2 Facilities/Simulators Desired

Type	Training Function	Location
NTC CORRY STATION	**COMSEACONTROL** - EW TRAINING	PENSACOLA, FL
COMPUTER BASED TRAINING (CBT)	**COMHELTACWING** - COMPUTER BASED TRAINING FOR H-46 FRS	HC 3 NAS NORTH ISLAND

24.a. Is there is a NADEP located at the air station? **YES**

24.b. Does the NADEP provide any direct support/benefit to the installation's intermediate maintenance mission?

YES - A SAMPLING OF THE SERVICE NADEP PROVIDES IN DIRECT SUPPORT TO AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT MISSION INCLUDES:

A) FLAME SPRAY PAINTING
B) HYDROSTATIC TESTING
C) WEIGHT/LOAD TESTING
D) MACHINE/SHEETMETAL MANUFACTURING
E) CADMIUM PLATING
F) LEADING EDGE DEICER BOOT ATTACHMENT
G) STAKING/RESTAKING BEARINGS
H) ON-SITE CALIBRATION
I) DOPPLER ANTENNA BALANCING

25.a. What ship maintenance facilities are located at the air station?

Table 25.1 Ship Maintenance Facilities

Ship Maintenance Facility	Major Capabilities
N/A	

NAS NORTH ISLAND DOES NOT HAVE A SIMA FACILITY ON THE INSTALLATION. ALL INTERMEDIATE SHIP MAINTENANCE REQUIREMENTS ARE COORDINATED BY COMNAVAIRPAC AND ACCOMPLISHED EITHER BY CONTRACT OR AT OTHER FACILITIES.

25.b. What other maintenance facilities do ships homeported/berthed at the air station use on a regular basis?

Table 25.2 Other Ship Maintenance Facilities

Maintenance Activity	Type of Support	Location
SIMA	INTERMEDIATE LEVEL REPAIR	NAVAL STATION SAN DIEGO
SUPSHIPS	COORDINATOR/CONTRACT FACILITATOR	NAS NORTH ISLAND
VALVE BARGE	REPAIR FACILITY	NAS NORTH ISLAND

Regional Maintenance Concept

26. Has your AIMD been identified to be a part of the Navy's Regional Maintenance concept? If so, provide the details as currently known and what other DON industrial activities (both intermediate and depot level) are located within a 25 mile range of your activity?

YES - AIMD HAS BEEN IDENTIFIED TO BE A PART OF THE NAVY'S REGIONAL MAINTENANCE CONCEPT. THE SAN DIEGO REGIONAL MAINTENANCE CENTER (SDRMC) WORKING GROUP WAS CHARTERED BY THE DEPUTY CHIEF OF STAFF FOR FLEET MAINTENANCE MEMO CPF 431/D470 OF 5 NOVEMBER 1993. NAVAL AIR STATION NORTH ISLANDS AIMD HAS BEEN ACTIVELY INVOLVED WITH KEY MEMBERSHIP ON SIX OF THE INITIAL TEN PROCESS ACTION TEAMS (PATs), INCLUDING:

A) ELECTRONIC AND MECHANICAL CALIBRATION CONSOLIDATION
B) 2M/ATE CAPABILITIES CONSOLIDATION
C) FLEX HOSE CAPABILITIES CONSOLIDATION
D) GAS TURBINE CAPABILITIES CONSOLIDATION
E) SAIL LOFT CAPABILITIES CONSOLIDATION
F) SHEET METAL CAPABILITIES CONSOLIDATION

THESE PATs ARE CURRENTLY INVESTIGATING THE POSSIBILITY OF CONSOLIDATION AND RECOMMENDATIONS HAVE YET TO BE FINALIZED. OTHER DON ACTIVITIES WORKING ON THE SDRMC AND LOCATED WITHIN 25 MILES OF NAS NORTH ISLAND INCLUDE:

A) SIMA SAN DIEGO
B) COMNAVSURFPAC (CODE N4321A)
C) NADEP NORTH ISLAND
D) AIMD MIRAMAR
E) NISE WEST
F) ACU-1
G) SUBASE SAN DIEGO
H) ACU-5
I) NAVSEACENPAC (CODE 700)
J) NAB CORONADO (CODE O&R)
K) NAVSTA SAN DIEGO (N431)
L) PWC SAN DIEGO

Special Military Facilities

27. List all facilities at or near the air station that have a special role in military operations (ASWOCs, oceanographic facilities, etc.) of the aircraft or ships based at the installation.

Table 27.1 Special Military Facilities

Type of Facility	Operational Mission of Facility
ASWOC	ASW COORDINATION, DRUG INTERDICTION
NAVAL PACIFIC METEOROLOGY AND OCEANOGRAPHY FACILITY	FULL SPECTRUM ENVIRONMENTAL SUPPORT
WPNTRAGRUPAC	SPECIAL WEAPONS TRAINING
FASOTRAGRUPAC	SURVIVAL, EVASION, RESISTANCE AND ESCAPE
NAVAL UNDERSEA WARFARE	MK 30 MOBILE TARGET IMA AND UNDERWATER TRACKING PINGER IMA

Non-DON Facility Support Arrangements

28. List all inter-service arrangements (e.g.., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Table 28.1 Non-DON Support

Activity Name / Military Service	Description of Activity Role and Degree of Support
CA ARMY NATIONAL GUARD/ARMY NATIONAL GUARD	RESPONSIBLE FOR COUNTER-NARCOTICS PROGRAM. STATION PROVIDES HANGAR SPACE AND OTHER BASE OPERATION SUPPORT.
DEFENSE MAPPING AGENCY/U.S. AIR FORCE	CENTRAL POINT FOR PROVISION OF WIDE VARIETY OF MAPS USED IN RANGE, AIR, WATER OPS. STATION PROVIDES BASE OPERATING SUPPORT.
DEFENSE COURIER SERVICE/DOD - CINC AIR MOBILITY COMMAND	RESPONSIBLE FOR THE TRANSPORT (AIR AND TRUCK) OF CLASSIFIED MATERIAL. STATION PROVIDES BASE OPERATING SUPPORT AND CALIBRATION OF MEASURING EQUIPMENT.
DEFENSE REUTILIZATION AND MARKETING OFFICE/DEFENSE LOGISTICS AGENCY	RESPONSIBLE FOR COLLECTION AND REDISTRIBUTION OF MATERIALS AND EQUIPMENT, SALE OF PRECIOUS METALS, SALE OF SURPLUS MATERIALS TO PRIVATE PARTIES IF NOT WANTED BY OTHER GOVERNMENT AGENCIES. STATION PROVIDES STORAGE SPACE AND BASE OPERATING SUPPORT.
DEFENSE INVESTIGATIONS SVC/DOD	RESPONSIBLE FOR STATION INVESTIGATIONS WHEN REQUIRED. NOT A PERMANENT TENANT. PROVIDE BASE OPERATING SUPPORT WHEN ON STATION.
DEFENSE COMMISSARY AGENCY (NAS NORTH ISLAND)/DEFENSE COMMISSARY AGENCY	PROVIDES COMMISSARY SVC. STATION PROVIDES STORAGE SPACE AND BASE OPERATING SUPPORT.
DEFENSE COMMISSARY AGENCY (OLF IMPERIAL BEACH)/DEFENSE COMMISSARY AGENCY	PROVIDES COMMISSARY SVC. STATION PROVIDES STORAGE SPACE AND BASE OPERATING SUPPORT.

29. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the air station.

Table 29.1 Other Agencies

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
DEPARTMENT OF LABOR	OPERATION OF JOB CORPS CENTER. STATION PROVIDES THE LAND (LOCATED AT OLF IMPERIAL BEACH)
U.S. CUSTOMS/DEPT OF THE TREASURY	PROVIDES DRUG INTERDICTION PROGRAM. STATION PROVIDES AIRFIELD USE AND OTHER BASE OPERATING SUPPORT.
U.S. BORDER PATROL/DEPT OF JUSTICE-IMMIGRATION AND NATURALIZATION SVC	PROVIDES PATROL OF MEXICAN BORDER. STATION PROVIDES THE LAND (LOCATED AT OLF IMPERIAL BEACH)
FEDERAL BUREAU OF INVESTIGATION/ DEPT OF JUSTICE	PROVIDE ASSISTANCE FOR VIP VISITS. STATION PROVIDES USE OF PISTOL RANGE AND ANY BASE OPERATING SUPPORT REQUIRED. NOT A PERMANENT TENANT.
NORTH ISLAND FEDERAL CREDIT UNION	PROVIDES CREDIT UNION/BANKING SERVICES. STATION PROVIDES FACILITY FOR CREDIT UNION.
U.S. POST OFFICE	PROVIDES POSTAL/METERING SERVICES. STATION PROVIDES FACILITY FOR POST OFFICE.
DEL TACO, MCDONALDS	PROVIDES FAST FOOD SERVICE OFFERED THROUGH THE NAVY EXCHANGE SYSTEM. STATION PROVIDES FACILITY.

LOCATION

Proximity to Operational Mission Areas

30.a. Describe the areas where aircraft based at this air station routinely conduct operational missions (vice training missions). Include details on the distance from the air station, average transit times and average length of time the aircraft spend in the operating areas.

VP DET - GENERALLY W-291. AT TIMES, IOT SUPPORT COUNTER-NARCOTICS, SOUTH APPROXIMATELY 1000 NM

VRC 30 - ROUTINE OPERATIONAL MISSIONS ARE CONDUCTED INSIDE W-291
AVERAGE DISTANCE FROM THE AIR STATION: 80 NM
AVERAGE TRANSIT TIMES: 20-40 MINUTES
AVERAGE LENGTH (TO AND FROM): 60-80 MINUTES

COMSEACONTROL - ALL COMSEACONTROLWING OPERATIONAL FLIGHTS TAKE PLACE DURING WESTERN PACIFIC DEPLOYMENTS. IN RECENT YEARS THAT AREA HAS GENERALLY BEEN THE ARABIAN GULF. DISTANCE: 7000NM DIRECT. AVERAGE TRANSIT TIME BY AIRCRAFT CARRIER: 6-8 WEEKS.
TIME SPENT IN OPERATIONAL AREA: 10-12 WEEKS.

COMHELTACWING - HC 11 PROVIDES HELICOPTER SUPPORT SERVICES TO SHIPS WITHIN 80NM OF AIR STATION. AVERAGE TRANSIT TIME IS 20 MINUTES. AVERAGE OPERATIONAL TIME IS 4 HOURS (2-8 HOUR RANGE). ROUTINE TRANSPORT OF MK 30 TARGETS TO/FROM NAS NORTH ISLAND AND SAN CLEMENTE ISLAND IS 70 MILES, 45 MINUTES EACH WAY.

COMHSWING - TYPICALLY, HS SQUADRONS DO NOT FLY OPERATIONAL MISSIONS FROM NAS NORTH ISLAND. HS OPERATIONAL MISSIONS ARE FLOWN IN THE PERSIAN GULF, INDIAN OCEAN, AND WESTERN PACIFIC OCEAN. DISTANCE: 7000NM DIRECT. AVERAGE TRANSIT TIME BY AIRCRAFT CARRIER: 6-8 WEEKS. TIME SPENT IN OPERATIONAL AREA: 10-12 WEEKS.

COMHSLWING - THERE ARE NO ROUTINELY SCHEDULED OPERATIONAL MISSIONS SUPPORTED BY OUR SQUADRONS. OPERATIONAL MISSIONS SUCH AS SAR, MEDEVAC AND LOGISTICS ARE FLOWN ON AN AS NEEDED BASIS. OPERATIONAL MISSIONS ARE PERFORMED WHILE DEPLOYED WITH SURFACE UNITS TO THE WESTERN PACIFIC, INDIAN OCEAN ARABIAN GULF, ETC.

30.b. Does the location of the air station permit any specialized training with other operational units (i.e., Battle Groups or Joint forces)? If so, provide details.

FACSFAC - LOCATION PERMITS TRAINING WITH SPECIAL BOAT UNITS (NAB CORONADO) FOR TRAINING IN OPERATIONS AGAINST SMALL BOATS. ALSO PERMITS TRAINING WITH USMC HELICOPTERS (CAMP PENDLETON) IN COORDINATED ANTI-SURFACE OPERATIONS.

VP DET - YES. SUPPORT OF USS KITTY HAWK AND USS CONSTELLATION AS WELL AS USS CARL VINSON, USS NIMITZ, ETC., WHICH CONDUCT WORKUP OPERATIONS IN W-291.

CCG-7 - PARTS, EQUIPMENT, PERSONNEL AND MEDICAL EVAC ASSISTANCE DURING SOCAL BATTLE GROUP WORKUPS.

COMTHIRDFLT - PROXIMITY OF COMTHIRDFLT TO SUBORDINATE BATTLE GROUP COMMANDERS, EMBARKED IN AIRCRAFT CARRIERS HOMEPORTED AT NASNI, FACILITATES TRAINING COORDINATION. ADDITIONALLY, NASNI PROVIDES VITAL SUPPORT TO COMTHIRDFLT DURING THE TRAINING OF BATTLE GROUPS IN LOCAL OPERATION AREAS. NASNI SERVES AS A DIVERT FIELD, REFUELING POINT, PIER-SIDE RESUPPLY CENTER, ORDNANCE LOADING FACILITY, AIR RESUPPLY POINT, ASW OPERATIONS CENTER, SUPPORT FOR FOREIGN SHIPS AND AIRCRAFT PARTICIPATING IN TRAINING, AS WELL AS THE DIRECT SUPPORT PROVIDED BY FACSFAC.

COMSEACONTROLWING - COMSEACONTROLWING SQUADRONS ARE CO-LOCATED WITH THE PACIFIC FLEET, WHICH PROVIDES LIMITLESS TRAINING OPPORTUNITIES. BATTLE GROUP, JOINT EXERCISES, ETC. ARE ROUTINELY CONDUCTED DURING THE YEAR.

COMHELTACWING - YES, THERE ARE 2 CV'S AND 5 C-CLASS SHIPS BASED OUT OF SAN DIEGO PERMITTING BG AND AMPHIBIOUS READINESS GROUP (ARG), TRAINING DURING RESPECTIVE WORK-UPS AND EXERCISES. ALSO, CLF SHIPS BASED IN LONG BEACH, ALAMEDA AND BREMERTON ROUTINELY CONDUCT OPS IN SOCAL PROVIDING PLATFORMS FOR MUTUAL TRAINING OPPORTUNITIES.

COMHSWING - COMCARGRU 1, COMCARGRU 7, CCDG-1, CCDG-5, CCDG-3, SPECWAR, HCS (RESERVES), USS KITTY HAWK, USS CONSTELLATION. HS SQUADRONS CAN CONDUCT TRAINING (ASW, CSAR, SPECOPS, VBSS) TO SUIT MISSION NEEDS.

COMHSLWING - CURRENT LOCATION FACILITIES ROUTINE OPERATIONS WITH

ASSIGNED PACFLT UNITS AND BATTLE GROUPS TO ACCOMPLISH PRE-DEPLOYMENT WORK-UP AND EXERCISE TRAINING. A VARIETY OF SPECIALIZED TRAINING REQUIREMENTS ARE EASILY ACCOMPLISHED IN OFFSHORE TRAINING AREA W-291 AND THE SCORE RANGE.

NAVSPECWARCEN - YES. BASIC AND ADVANCED LAND AND UNDERWATER DEMOLITION AND SMALL ARMS TRAINING. THE LAND AND DEMOLITION RANGE AND UNDERWATER RANGE IS UTILIZED FOR BASIC AND ADVANCED TRAINING.

30.c. Do squadrons routinely have to deploy to conduct carrier qualifications or other required training?

VP DET - P-3'S DO NOT CARRIER QUALIFY. PATROL SQUADRONS TO FLY ISO CVBG OPS. (FROM BOTH BARBERS POINT, HAWAII AND WHIDBEY ISLAND, WA). WORK UNDER DIRECTION FROM COMPATWINGSPAC. BARBERS POINT, HI DETACHMENT IS OFFICIALLY PATWINGSPAC DET NORTH ISLAND.

COMSEACONTROLWING - BATTLE GROUP COMMANDERS OFTEN REQUIRE DETACHMENTS TO DEPLOY FOR COORDINATED AIRGROUP TRAINING AT NAS FALLON.

COMHELTACWING - YES, HC 11 DETACHMENTS ROUTINELY DEPLOY ON SHORT DETACHMENTS TO CLF AND AMPHIBIOUS SHIPS TO MAINTAIN DLQ AND VERTREP PROFICIENCY ESTABLISHED BY TRAINING AND READINESS INSTRUCTION REQUIREMENTS.

COMHSWING - BATTLE GROUP COMMANDERS OFTEN REQUIRE DETACHMENTS TO DEPLOY FOR COORDINATED AIRGROUP TRAINING AT NAS FALLON. HS SQUADRONS SUPPORT CARRIER QUALS BY PROVIDING PLANE GUARD AND LOGISTIC SUPPORT.

COMHSLWING - YES. BATTLE GROUP COMMANDERS OFTEN REQUIRE DETACHMENTS TO DEPLOY FOR COORDINATED AIRGROUP TRAINING AT NAS FALLON. THIS OCCURS TWO TO FOUR TIMES ANNUALLY.

Proximity to other support facilities

31.a. List all primary airfields in the local flying area that are available for training and emergency uses. **CHG BY CNAP 9406**

Table 31.1 Local Airfields

Airfield Name	Major Use / Capability	Location / Distance
BORREGO VALLEY	LOCAL TRAFFIC/LIMITED NO COMMERCIAL; 5000 FT RUNWAY; EMERGENCY USE	BORREGO SPRINGS/56 NM
BROWN FIELD MUNICIPAL	LIMITED PASSENGER/CARGO TRAFFIC/MODERATE 8000 FT RUNWAY; EMERGENCY USE	SAN DIEGO/ 14 NM
GILLESPIE FIELD	NO COMMERCIAL/LIMITED LOCAL TRAFFIC; 5000 FT RUNWAY; EMERGENCY USE	EL CAJON/15 NM
HOLTVILLE	PRIVATE/LIMITED 5000 FT RUNWAY; EMERGENCY USE	IMPERIAL/99 NM
IMPERIAL COUNTY	LOCAL TRAFFIC, LIMITED CARGO/MODERATE 5300 FT RUNWAY; EMERGENCY USE	IMPERIAL/83 NM
SAN DIEGO INTL (LINDBERGH)	INTERNATIONAL TRAFFIC, CARGO, PAX/EXCELLENT 8700 FT RUNWAY; EMERGENCY USE	SAN DIEGO/ 3 NM
MCCLELLAN-PALOMAR	LIMITED CARGO, PAX/MODERATE 4700 FT RUNWAY; EMERGENCY USE	CARLSBAD/26 NM
MCAS YUMA	TRAINING	075R/78NM
NAF EL CENTRO	TRAINING	320R/63NM
MCB CAMP PENDLETON	TRAINING	330R/34NM
MCAS TWENTY-NINE PALMS	TRAINING	025R/111NM

MCAS EL TORO	TRAINING	320R/63NM
MCAS TUSTIN	TRAINING	310R/58NM
NAS MIRAMAR	TRAINING	360R/11NM

31.b. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.2 Other Military Facilities

Military Facility Name	Actual / Proposed Use	Distance
EL CENTRO	NVG SUPPORT, REFUEL	120 NM
MCAS YUMA	FLIGHT OPERATIONS, PRACTICE INSTRUMENT APPROACHES, PRACTICE LANDINGS, TOUCH AND GO'S AND EMERGENCY LANDINGS	130 NM EAST
MCAS CAMP PENDLETON	FLIGHT OPERATIONS, PRACTICE INSTRUMENT APPROACHES, PRACTICE LANDINGS, TOUCH AND GO'S AND EMERGENCY LANDINGS	37 NM NORTH
NAS MIRAMAR	FLIGHT OPERATIONS, PRACTICE INSTRUMENT APPROACHES, PRACTICE LANDINGS, TOUCH AND GO'S AND EMERGENCY LANDINGS	20 NM NORTH

31.c. What civilian-owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.3 Civilian Facilities

Civilian Facility Name	Actual / Proposed Use	Distance
BROWN FIELD	FLIGHT FAMILIARIZATION LANDING PATTERN WORK	20 NM
MOUNTAIN PADS SAN MIGUEL MTN	FLIGHT FAMILIARIZATION LANDING PATTERN WORK	24 NM
GILLESPIE FIELD	FLIGHT FAMILIARIZATION LANDING PATTERN WORK	12 NM
MONTGOMERY FIELD	FLIGHT FAMILIARIZATION LANDING PATTERN WORK	8 NM
LINDBERGH FIELD	EMERGENCY LANDINGS, ILS/LOC APPROACHES CIRCLING TO LAND AT NAS NORTH ISLAND	2 1/2 NM
GILLESPIE FIELD	EMERGENCY LANDINGS	15 NM NORTH
BROWN FIELD	LIMITED PRACTICE LANDINGS, (PRIMARILY HELICOPTERS), EMERGENCY LANDINGS	14 NM E/SE
MONTGOMERY FIELD	LIMITED PRACTICE INSTRUMENT APPROACHES, LIMITED PRACTICE LANDINGS, EMERGENCY LANDINGS/SAME	8 NM NORTHEAST

Location
Proximity to Major Transportation Nodes

32. List the major transportation facilities (both military and civilian) that play a significant logistics role and/or could play a role in any future operational deployment and mobilization plans.

Table 32.1 Transportation Nodes

Facility	Mobilization Role	Location
AMTRAK, CONRAIL, SANTA FE RAILWAY	TRANSPORTATION OF PASSENGERS AND FREIGHT	VARIOUS CENTRAL SAN DIEGO
VARIOUS BUS SYSTEMS	TRANSPORTATION OF PASSENGERS AND FREIGHT	
LINDBERGH FIELD	INTERNATIONAL AIRPORT	SAN DIEGO
BROWN FIELD	LOCAL AIRPORT	SAN DIEGO
NAS MIRAMAR	MILITARY NAVAL AIR STATION, AIR LOGISTICS SUPPORT	SAN DIEGO
PWC SAN DIEGO	SUPPLY TRANSPORTATION, E.G., BUS/TRUCK/SEDAN	NAVAL STATION SAN DIEGO
INTERSTATE HIGHWAYS 15, 5, 8	MAJOR INTERSTATE HIGHWAYS	TERMINATE IN SAN DIEGO
FLEET AND INDUSTRIAL SUPPLY CENTER - NAS NORTH ISLAND	READY FORCE COORDINATION	NAS NORTH ISLAND, BLDG. 651
GILLESPIE FIELD	LOCAL AIRPORT	SAN DIEGO
MONTGOMERY FIELD	LOCAL AIRPORT	SAN DIEGO

NOLF IMPERIAL BEACH	PERSONNEL/FREIGHT SHORE-SHIP TRANSFER	SAN DIEGO
BROADWAY PIER	FREIGHT/PROVISION ONLOAD	SAN DIEGO
NAVAL STATION, 32ND STREET	PERSONNEL/FREIGHT/PROVISION ONLOAD	SAN DIEGO

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Features and Capabilities - Weather

33.a. What percentage of the time (on average, by month) does the local weather affect training operations and restrict airfield sortie rates? Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.). Also fill out the chart for outlying fields if the information is available.

Table 33.1 Weather Information

Field Name: **NAS NORTH ISLAND**

Month	% of Hours[1] VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled[2] Due to Weather
Jan.	91	7	2	0
Feb.	85	11	4	0
Mar.	94	5	1	0
Apr.	94	5	1	0
May	89	10	1	0
June	83	16	1	0
July	80	20	0	0
Aug.	83	16	1	0
Sept.	84	14	2	0
Oct.	82	15	3	0
Nov.	87	10	3	0
Dec.	83	12	5	0

NOTES:
ACCORDING TO COMHSWING, COMHSLWING, AND COMSEACONTROLWING THEIR SORTIES HAVE ONLY BEEN DELAYED OR RESCHEDULED; THEY HAVE HAD NONE CANCELLED DUE TO WEATHER.

[1]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

[2]Only include lost sorties (do not include sorties delayed or rescheduled).

Table 33.1 Weather Information

Field Name: **NOLF IMPERIAL BEACH**

Month	% of Hours[3] VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled[4] Due to Weather
Jan.	94	5	1	0
Feb.	89	10	1	0
Mar.	93	6	1	0
Apr.	94	5	1	0
May	90	10	0	0
June	84	15	1	0
July	82	18	0	0
Aug.	86	14	1	0
Sept.	86	13	1	0
Oct.	82	16	2	0
Nov.	88	10	2	0
Dec.	87	11	2	0

[3]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

[4]Only include lost sorties (do not include sorties delayed or rescheduled).

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Field Name: **NALF SAN CLEMENTE ISLAND**

Month	% of Hours[5] VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled[6] Due to Weather
Jan.	73	18	9	0
Feb.	75	18	7	0
Mar.	76	16	8	0
Apr.	79	15	6	0
May	73	23	4	0
June	63	33	4	0
July	55	42	3	0
Aug.	61	37	2	0
Sept.	69	28	3	0
Oct.	72	21	7	0
Nov.	72	19	9	0
Dec.	78	15	7	0

[5]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

[6]Only include lost sorties (do not include sorties delayed or rescheduled).

33.b. List the normal operating schedule used for the calculations on the previous table. Indicate if this schedule varies by month or season.

Table 33.2 Operating Hours

Day	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Operating Schedule - **NAS NORTH ISLAND**	24 HRS	24 HRS	24 HRS	24 HRS	24 HRS	24 HRS	24 HRS
NOLF IMPERIAL BEACH	CLOSED	0800-2300	0800-2300	0800-2300	0800-2300	0800-2300	CLOSED
NALF SAN CLEMENTE ISLAND	CLOSED	0800-1800	0800-1800	0800-1800	0800-1800	0800-1600	CLOSED

33.c. Do local weather conditions have a regular impact on maintenance schedules? If so, describe how the air station accommodates these conditions.

LOCAL WEATHER CONDITIONS DO NOT HAVE A REGULAR IMPACT ON MAINTENANCE SCHEDULES.

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

THE AREA USED MOST OFTEN FOR TRAINING IS NOLF IMPERIAL BEACH FOR THE HELICOPTERS AND THE W-291 SOUTHERN CALIFORNIA OPERATING AREA (SOCAL OPAREA) FOR THE FIXED WINGS. WEATHER IS NOT NORMALLY A FACTOR AND WEATHER CONDITIONS AT NAS NORTH ISLAND DO NOT POSE A SIGNIFICANT PROBLEM FOR SCHEDULING OF SORTIES.

33.e. Does the local climate and geography provide unique training opportunities to the aircraft assigned to the air station (e.g., frequent opportunities for all-weather training)?

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THE WEATHER IS VMC OVER 90% OF THE TIME. DUE TO THE LOCATION OF THE RESORT COMMUNITY IN CORONADO, THE RADAR AND VISUAL APPROACHES TO RUNWAY 29 AFFORD A 15 DEGREE OFFSET FOR THE VISUAL AND AN 8 DEGREE OFFSET FOR THE RADAR APPROACHES (UNLESS THE WEATHER IS BELOW 600 FT.

CEILING AND 2NM VISIBILITY). ALSO RUN CROSSWIND TRAFFIC WHICH IS A DIFFERENT TRAFFIC PATTERN THAN THE NORMAL PARALLEL OR ONE RUNWAY CONFIGURATION.

NAVAL AIR STATION, NORTH ISLAND IS CENTRALLY LOCATED IN THE MIDDLE OF FOUR DIFFERENT TRAINING AREAS. THOSE TRAINING AREAS ARE: THE SOUTHERN CALIFORNIA OFFSHORE RANGE ENVIRONMENT (SCORE) AT SAN CLEMENTE, CA, ELECTRONIC WARFARE RANGES AT CAMP PENDLETON, CA, LOW LEVEL MOUNTAIN RANGES AT YUMA, ARIZONA AND THE OUTLYING LANDING FIELD AT IMPERIAL BEACH, CA. DUE TO THE AIR STATION'S CLOSE PROXIMITY TO THESE AREAS, FUEL CONSUMPTION AND MANPOWER COSTS ARE DECREASED.

Encroachment

34.a. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned AICUZ restrictions (i.e., safety of flight, noise)? Attach a copy of any applicable sections of the air station AICUZ plan and note any recent modifications. **SEE AICUZ ENCLOSURE 3.**

34.b. Are there any known plans for a significant increase of commercial airline traffic in your area? If so, describe.

THE SAN DIEGO UNIFIED PORT DISTRICT HAS RECENTLY COMPLETED AN EIS FOR THE IMMEDIATE ACTION PLAN AT LINDBERGH FIELD. THAT EIS NOTED THE FOLLOWING PROJECTION FROM A 1990 RALPH M. PARSONS CO. FORECAST:

1990	11.2 MILLION ANNUAL PASSENGERS
1995	14.7 MILLION ANNUAL PASSENGERS
2000	16.4 MILLION ANNUAL PASSENGERS

THE DISTRICT DOES NOT EXPECT A REASONABLE RATE OF GROWTH IN THE FUTURE. THE FIGURES ABOVE MAY BE SOMEWHAT HIGH BASED ON RECENT ECONOMIC CONDITIONS, BUT THEY ARE THE BEST AT THIS TIME.

A STRAIGHT LINE ANALYSIS OF THE ABOVE WOULD RESULT IN A FIGURE FOR 1997 OF 15.4 MAP.

LINDBERGH FIELD HAS PROPOSED TO ADD AN ADDITIONAL RUNWAY

35.a. Have there been any ATC delays (15 minutes or greater) between initial take-off request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table.

NAS NORTH ISLAND DOES NOT EXPERIENCE ATC DELAYS AS A RESULT OF CIVILIAN TRAFFIC.

Table 35.1 Delays

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Scheduled
1991	N/A		
1992			
1993			

35.b. How many times during each of the past three years have any of your low level training routes been modified to accommodate development or population growth (noise complaints)?

NAS NORTH ISLAND DOES NOT HAVE LOW LEVEL TRAINING ROUTES.

Table 35.2 Required Changes

Fiscal Year	Number of changes
1991	N/A
1992	
1993	

36.a. Is the existing AICUZ study encoded in local zoning ordinances?

AICUZ IS NOT A PART OF THE CORONADO OR IMPERIAL BEACH ORDINANCES.

36.b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

THERE ARE CURRENTLY NO LOCAL ZONING ORDINANCES ON FILE OR IN DISCUSSION THAT MIGHT IMPACT ON FUTURE ENCROACHMENT OR FLIGHT OPERATIONS AT NORTH ISLAND OR IMPERIAL BEACH.

36.c. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned missions/other operations/or development.?

WITH ALL BORDERS OF NORTH ISLAND BEING WATER OR DEVELOPED RESIDENTIAL PROPERTY, GROWTH IS NOT A FORESEEN PROBLEM. NAS NORTH ISLAND HAS AN ONGOING AIRCRAFT NOISE AND TRAFFIC ISSUE WITH A SMALL PORTION OF THE LOCAL COMMUNITY THAT ESCALATES ABOUT EVERY TWO YEARS. THIS HAS THE POSSIBILITY TO BECOME A POLITICAL ISSUE THAT COULD IMPACT OPERATIONS. IMPERIAL BEACH IS BORDERED BY RESIDENTIAL PROPERTY, THE MEXICAN BORDER, A NATIONAL REFUGE AND THE PACIFIC OCEAN. WHILE GROWTH DOES NOT APPEAR TO BE AN ISSUE, ENVIRONMENTAL CONSTRAINTS AS RELATED TO THE WILDLIFE REFUGE ARE POSSIBLE BASED ON CHANGES IN FEDERAL PROTECTION LAWS.

36.d. Provide a summary of the current and proposed land development plans for the area surrounding the air station (e.g. the local government's comprehensive land-use plan).

SEE AICUZ ENCLOSURE 2.

36.e. Discuss briefly any ongoing litigation concerning environmental or airspace problems.

THERE IS NO KNOWN LITIGATION CONCERNING ENVIRONMENTAL OR AIRSPACE PROBLEMS.

SOUTHWESTDIVNAVFACENGCOM reports zero litigation concerning environmental or airspace problems.

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Features and Capabilities

Ability for Expansion

37.a. List the features of this air station that make it a candidate for basing other types of aircraft and other operational units in the future.

CHG BY CNAP 9406

Air Station Feature	Benefit for Aircraft Squadrons
PROX TO W-291	VP DET - TEMADD SAVINGS IOT SUPPORT THIRD FLEET OPERATIONS.
LOCATION	PROXIMITY TO OFF SHORE TRAINING AREAS. PRIMARY DIVERT FOR SOCAL OPAREA.
WEATHER	**NORMAL WEATHER PATTERNS ALLOW FOR THE PLANNING AND CONDUCT OF TRAINING/EXERCISES WITH A MINIMAL IMPACT DUE TO ADVERSE WEATHER.**
CARRIER BERTHING	LOCAL MAINTENANCE SUPPORT
WEAPONS DEPOT	LOCAL ORDNANCE SUPPORT
NADEP	LOCAL DEPOT MAINTENANCE ACTIVITY
HOT REFUEL CAPABILITY	QUICK TURN-AROUND TO MEET OPERATIONAL NEEDS
NOLF IMPERIAL BEACH AND NALF SAN CLEMENTE ISLAND	TWO AUXILIARY FIELDS FOR TRAINING

38.a. Are there any assets in the vicinity of the air station that are currently not used because of a deficiency but could be improved or enhanced to increase the air station's capabilities?

WILSON COVE PIER, THE ONLY GENERAL PURPOSE BERTHING PIER LOCATED AT NALF SAN CLEMENTE ISLAND WAS CONDEMNED DUE TO STRUCTURAL DEFICIENCIES IN OCTOBER 1989. THIS PIER IS REQUIRED FOR THE SUPPORT OF COMNAVAIRPAC AND COMNAVSURFPAC SMALL BOATS, THE TRANSFER OF

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38.b. Does the operational infrastructure (i.e., parking apron, fuel and munitions storage, warehouse space, hangar space) meet current requirements and provide capabilities for future expansion or change in mission?

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE (SEE NAS NORTH ISLAND SUPPLY DEPARTMENT SQUARE FOOTAGE REVISION)

YES, WITH SOME EXCEPTIONS, FACILITIES GENERALLY MEET CURRENT REQUIREMENTS. BUT, WITHOUT A MAJOR TENANT VACATING ITS SPACES, NAS NORTH ISLAND CANNOT EXPAND TO ANY MEANINGFUL DEGREE. CURRENT WEAPONS, HANGAR, AND WAREHOUSE FACILITIES ARE SATURATED.

SWATS - SWATS' FACILITIES MEET CURRENT AND EXPECTED NEEDS.

FACSFAC - ANTIQUATED EQUIPMENT PREVENTS USE OF THE THREAT AVOIDANCE SITE AT SAN CLEMENTE ISLAND. THERE ARE INSUFFICIENT FUNDS PRESENTLY AVAILABLE TO REPAIR AND BRING THIS TRAINING TOOL ON-LINE. ROAD REPAIR IS AN ONGOING ISSUE AT SAN CLEMENTE ISLAND. EXISTING ROADS BECOME IMPASSABLE SEVERAL TIMES PER YEAR. WHEN THIS OCCURS, REMOTE SITES WHICH CONTROL FACSFAC TRAINING SITES ARE UNACCESSIBLE AND THUS INOPERABLE.

VRC 30 - OPERATIONAL INFRASTRUCTURE CURRENTLY MEETS OUR REQUIREMENTS, BUT IN THE NEAR FUTURE THE SQUADRON NUMBER OF AIRCRAFT WILL INCREASE FROM 6 TO 17. VRC-30 IS CURRENTLY HANGARED AT BLDG 525 WHICH SHARES WITH VR-57. ONCE THIS OCCURS, OPERATIONAL INFRASTRUCTURE WILL BE OVER TASKED WITH NO CHANCE OF EXPANSION.

TYPEWINGS:
- ALL CURRENT REQUIREMENTS ARE BEING MET AND FUTURE EXPANSION WOULD BE EXTREMELY LIMITED DUE TO A LACK OF AVAILABLE SPACE.
- CURRENT HANGAR SPACE AND AIRCRAFT PARKING APRONS ARE ADEQUATE AND PROVIDE ROOM FOR ADDITIONAL AIRCRAFT IF NECESSARY.
- EXPANSION INVOLVING ADDITIONAL HELICOPTER UNITS IS LIMITED BY THE CAPACITY OF OLF IMPERIAL BEACH TO SUPPORT ADDITIONAL TRAINING OPERATIONS.

NAS NORTH ISLAND - CURRENTLY THE OPERATIONAL INFRASTRUCTURE MEETS CURRENT REQUIREMENTS. FUTURE EXPANSION WOULD REQUIRE ADDITIONAL HANGARS, AND UPGRADING OF PARKING SURFACES.

NAS NORTH ISLAND WEAPONS DEPARTMENT - CURRENTLY MEETING INCREASING REQUIREMENTS. INCREASED CAPABILITIES FOR FUTURE EXPANSION WOULD REQUIRE MILCON TO BUILD MORE MAGAZINES AND WOULD REQUIRE ADDITIONAL MANPOWER.

PERSONNEL AND WEAPONS, AND TO SERVICE FUEL/UTILITY SMALL BOATS. THE REPAIR OF THIS PIER IS ESTIMATED AT $1.8 MILLION AND THIS PROJECT IS IN THE CINCPACFLT FY94 EXECUTION PLAN.

38.b. Does the operational infrastructure (i.e., parking apron, fuel and munitions storage, warehouse space, hangar space) meet current requirements and provide capabilities for future expansion or change in mission?

YES, WITH SOME EXCEPTIONS, FACILITIES GENERALLY MEET CURRENT REQUIREMENTS. BUT, WITHOUT A MAJOR TENANT VACATING ITS SPACES, NAS NORTH ISLAND CANNOT EXPAND TO ANY MEANINGFUL DEGREE. CURRENT WEAPONS, HANGAR, AND WAREHOUSE FACILITIES ARE SATURATED.

SWATS - SWATS' FACILITIES MEET CURRENT AND EXPECTED NEEDS.

FACSFAC - ANTIQUATED EQUIPMENT PREVENTS USE OF THE THREAT AVOIDANCE SITE AT SAN CLEMENTE ISLAND. THERE ARE INSUFFICIENT FUNDS PRESENTLY AVAILABLE TO REPAIR AND BRING THIS TRAINING TOOL ON-LINE. ROAD REPAIR IS AN ONGOING ISSUE AT SAN CLEMENTE ISLAND. EXISTING ROADS BECOME IMPASSABLE SEVERAL TIMES PER YEAR. WHEN THIS OCCURS, REMOTE SITES WHICH CONTROL FACSFAC TRAINING SITES ARE UNACCESSIBLE AND THUS INOPERABLE.

VRC 30 - OPERATIONAL INFRASTRUCTURE CURRENTLY MEETS OUR REQUIREMENTS, BUT IN THE NEAR FUTURE THE SQUADRON NUMBER OF AIRCRAFT WILL INCREASE FROM 6 TO 17. VRC-30 IS CURRENTLY HANGARED AT BLDG 525 WHICH SHARES WITH VR-57. ONCE THIS OCCURS, OPERATIONAL INFRASTRUCTURE WILL BE OVER TASKED WITH NO CHANCE OF EXPANSION.

TYPEWINGS:

- ALL CURRENT REQUIREMENTS ARE BEING MET AND FUTURE EXPANSION WOULD BE EXTREMELY LIMITED DUE TO A LACK OF AVAILABLE SPACE.
- CURRENT HANGAR SPACE AND AIRCRAFT PARKING APRONS ARE ADEQUATE AND PROVIDE ROOM FOR ADDITIONAL AIRCRAFT IF NECESSARY.
- EXPANSION INVOLVING ADDITIONAL HELICOPTER UNITS IS LIMITED BY THE CAPACITY OF OLF IMPERIAL BEACH TO SUPPORT ADDITIONAL TRAINING OPERATIONS.

NAS NORTH ISLAND - CURRENTLY THE OPERATIONAL INFRASTRUCTURE MEETS CURRENT REQUIREMENTS. FUTURE EXPANSION WOULD REQUIRE ADDITIONAL HANGARS, AND UPGRADING OF PARKING SURFACES.

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NAS NORTH ISLAND SUPPLY DEPARTMENT:

- DUE TO AGE OF FACILITIES, FUEL FARMS AT BOTH NAS NORTH ISLAND AND NALF SAN CLEMENTE ISLAND CANNOT CURRENTLY MEET FUTURE ENVIRONMENTAL WAREHOUSE REGULATIONS. STATE AND FEDERAL REGULATIONS PLANNED FOR 1997 REQUIRE MODERNIZATION OF FUEL FACILITIES FOR ENVIRONMENTAL PURPOSES. ADDITIONAL EXPANSION OF STATION OPERATIONS WOULD REQUIRE ADDITIONAL FUELING CAPACITY. THIS APPLIES TO BOTH NAS NORTH ISLAND AND NALF SAN CLEMENTE ISLAND.

- THE WAREHOUSE SPACE ALLOTTED TO STORAGE OF PACK-UP KITS IN BUILDING 652-5 DOES NOT MEET CURRENT REQUIREMENTS; CONSEQUENTLY, THERE IS NO CAPABILITY FOR FUTURE EXPANSION. NAS NORTH ISLAND MANAGES 185 PACK-UP KITS FOR 6 DIFFERENT AIRCRAFT T/M/S. THERE ARE CURRENTLY 67 BASIC AND 24 OUT-OF-AREA KITS IN-HOUSE. A SUBSTANTIAL AMOUNT OF THE MATERIAL IS STAGED IN TRI-WALLS AND LOCATED IN THE AISLE SINCE THERE IS NOT SUFFICIENT SPACE TO ERECT ADDITIONAL K-RACKS. THE ADDITIONAL WAREHOUSE SPACE REQUIRED CANNOT BE DETERMINED UNLESS NAS NORTH ISLAND KNEW HOW MANY PACK-UP KITS WOULD BE REQUIRED.

- WAREHOUSE/UNCOVERED STORAGE SPACE OPERATED BY NAS NORTH ISLAND SUPPLY DEPARTMENT IS ALLOCATED AS FOLLOWS:

NASNI - BLDG. 652...(CLOSED)	.....	3,120	(BAY 1, 19100)	R
	.....	29,770	(BAY 1, 19500)	
	.....	7,110	(BAY 1, 19600)	
	.....	40,000	(BAY 2, FISC)	
	.....	40,000	(BAY 3, 19500)	
	.....	34,060	(BAY 4, FISC)	
	.....	5,940	(BAY 4, CONTRACTOR)	
	.....	40,000	(BAY 5, 19600)	
	.....	5,200	(BAY 6, FISC)	
	.....	14,720	(BAY 6, CONTRACTOR)	
	.....	20,080	(BAY 6, 19200)	
		240,000		
(PAVED/OPEN)	.....	153,041	(19500)	
	.....	61,205	(FISC)	
		214,246		
- C-132 (CLOSED)	.....	3,250	(19500/19200)	
(PAVED/OPEN)	.....	11,915	(19500)	

NAS NORTH ISLAND WEAPONS DEPARTMENT - CURRENTLY MEETING INCREASING REQUIREMENTS. INCREASED CAPABILITIES FOR FUTURE EXPANSION WOULD REQUIRE MILCON TO BUILD MORE MAGAZINES AND WOULD REQUIRE ADDITIONAL MANPOWER.

NAS NORTH ISLAND SUPPLY DEPARTMENT:

- DUE TO AGE OF FACILITIES, FUEL FARMS AT BOTH NAS NORTH ISLAND AND NALF SAN CLEMENTE ISLAND CANNOT CURRENTLY MEET FUTURE ENVIRONMENTAL WAREHOUSE REGULATIONS. STATE AND FEDERAL REGULATIONS PLANNED FOR 1997 REQUIRE MODERNIZATION OF FUEL FACILITIES FOR ENVIRONMENTAL PURPOSES. ADDITIONAL EXPANSION OF STATION OPERATIONS WOULD REQUIRE ADDITIONAL FUELING CAPACITY. THIS APPLIES TO BOTH NAS NORTH ISLAND AND NALF SAN CLEMENTE ISLAND.

- THE WAREHOUSE SPACE ALLOTTED TO STORAGE OF PACK-UP KITS IN BUILDING 652-5 DOES NOT MEET CURRENT REQUIREMENTS; CONSEQUENTLY, THERE IS NO CAPABILITY FOR FUTURE EXPANSION. NAS NORTH ISLAND MANAGES 185 PACK-UP KITS FOR 6 DIFFERENT AIRCRAFT T/M/S. THERE ARE CURRENTLY 67 BASIC AND 24 OUT-OF-AREA KITS IN-HOUSE. A SUBSTANTIAL AMOUNT OF THE MATERIAL IS STAGED IN TRI-WALLS AND LOCATED IN THE AISLE SINCE THERE IS NOT SUFFICIENT SPACE TO ERECT ADDITIONAL K-RACKS. THE ADDITIONAL WAREHOUSE SPACE REQUIRED CANNOT BE DETERMINED UNLESS NAS NORTH ISLAND KNEW HOW MANY PACK-UP KITS WOULD BE REQUIRED.

- WAREHOUSE/UNCOVERED STORAGE SPACE OPERATED BY NAS NORTH ISLAND SUPPLY DEPARTMENT IS ALLOCATED AS FOLLOWS:

NAS NORTH ISLAND	251,850 SF	(RECEIPT/DELIVERY, REPAIRABLES)
	21,380 SF	(NON-REPAIRABLES MATERIAL)
FISC	137,510 SF	(CONSUMABLE INVENTORY)
NAVAIR	20,660 SF	(PRIVATE CONTRACTOR)

STORAGE REQUIREMENTS ARE MET AT CURRENT INVENTORY LEVELS ONLY. ALL AVAILABLE FLOOR SPACE IS BEING UTILIZED FOR STORAGE AIDS AT OR NEAR CAPACITY. TRANSFER OF ASSETS TO NAS NORTH ISLAND WITHOUT EXPANSION OF LOCAL FACILITIES WOULD RESULT IN LOSS OF STRICT INVENTORY CONTROL AND IN POTENTIAL SAFETY HAZARDS. INCREASED REQUIREMENTS FOR REPAIRABLES INVENTORY AND PACK-UP KIT STORAGE SPACE (40,000 SF) WOULD BE SATISFIED WITH ADDITION OF ONE WAREHOUSE BAY THROUGH CONSTRUCTION AND/OR MOVEMENT OF NON-

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- C-125	(CLOSED)	 1,625	(19500)
		 1,625	(FISC)
		3,250	
	(PAVED/OPEN)	 8,973	(19500)
- 1206	(CLOSED)	 16,394	(FISC)
	(PAVED/OPEN)	 65,773	(FISC)
		563,801	TOTAL

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STORAGE REQUIREMENTS ARE MET AT CURRENT INVENTORY LEVELS ONLY. ALL AVAILABLE FLOOR SPACE IS BEING UTILIZED FOR STORAGE AIDS AT OR NEAR CAPACITY. TRANSFER OF ASSETS TO NAS NORTH ISLAND WITHOUT EXPANSION OF LOCAL FACILITIES WOULD RESULT IN LOSS OF STRICT INVENTORY CONTROL AND IN POTENTIAL SAFETY HAZARDS. INCREASED REQUIREMENTS FOR REPAIRABLES INVENTORY AND PACK-UP KIT STORAGE SPACE (40,000 SF) WOULD BE SATISFIED WITH ADDITION OF ONE WAREHOUSE BAY THROUGH CONSTRUCTION AND/OR MOVEMENT OF NON-REPAIRABLES/PRIVATE CONTRACTOR MATERIAL TO ALTERNATE SITE.

- WAREHOUSE SPACE FOR THE SHIPS' SUPPORT EQUIPMENT POOL DOES NOT MEET FEDERAL AND STATE SAFETY STANDARDS. AN ADDITIONAL 12,000 TO 20,000 SF OF STORAGE WILL ALSO BE REQUIRED TO MEET EXPANDED MISSION/OPERATIONS OF NAS NORTH ISLAND.

REPAIRABLES/PRIVATE CONTRACTOR MATERIAL TO ALTERNATE SITE.

- WAREHOUSE SPACE FOR THE SHIPS' SUPPORT EQUIPMENT POOL DOES NOT MEET FEDERAL AND STATE SAFETY STANDARDS. AN ADDITIONAL 12,000 TO 20,000 SF OF STORAGE WILL ALSO BE REQUIRED TO MEET EXPANDED MISSION/OPERATIONS OF NAS NORTH ISLAND.

39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call.

	FY-1991	FY-1992	FY-1993
OFFICER	90.5%	91.1%	93.1%
ENLISTED	89.3%	91.6%	92.7%

NOTE:

THE FIGURES ABOVE ARE BASED ON RANDOM STATISTICAL SAMPLING. THE DEGREE OF ACCURACY IS PLUS OR MINUS 1%.

40. Does the local area provide a skilled work force that is essential for air station operations? Are these skills unique to the area or readily duplicated or available elsewhere?

THE LOCAL AREA PROVIDES A SKILLED WORK FORCE; LOCAL AREA INCLUDES NOT ONLY THE FEDERAL GOVERNMENT, BUT THE PRIVATE SECTOR AS WELL. SKILLS ESSENTIAL FOR AIR STATION OPERATIONS ARE USUALLY NOT UNIQUE AND ARE READILY DUPLICATED AND/OR AVAILABLE ELSEWHERE.

THIS IS ESPECIALLY TRUE WITH THE CURRENT ENVIRONMENT OF BRAC CLOSURES AND REALIGNMENTS, AS WELL AS OTHER BUSINESS/BUDGET-BASED DECISIONS, BOTH IN THE PUBLIC AND PRIVATE SECTORS.

ONE SIGNIFICANT EXAMPLE OF THIS ENVIRONMENT IS THE CLOSURE OF THE NAVAL AVIATION DEPOT, ALAMEDA, WHERE SEVERAL THOUSAND INDIVIDUALS IN A MULTITUDE OF OCCUPATIONS ARE FACING JOB LOSS. THOSE EMPLOYEES WILL FILL POSITIONS AT A WIDE VARIETY OF MILITARY BASES IN THE U.S. (INCLUDING NAVAL AIR STATION, NORTH ISLAND) AS A RESULT OF MANDATORY GOVERNMENT-WIDE PLACEMENT SYSTEMS.

AT THE SAME TIME, THE PRIVATE SECTOR IS ALSO UNDERGOING

REALIGNMENTS. THOSE EMPLOYEES, TOO, MAY BE PLACED IN GOVERNMENT POSITIONS, ALTHOUGH TO A MUCH LESSER DEGREE THAN CURRENT GOVERNMENT EMPLOYEES (PRIMARILY IN HARD-TO-FILL, SECURITY, SAFETY AND/OR HEALTH-RELATED POSITIONS).

Quality of Life

41. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-base housing? **NO**
(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	194	194		
Officer	3	341	341		
Officer	1 or 2	24	24		
Enlisted	4+	1605	1605		
Enlisted	3	2853	2853		
Enlisted	1 or 2	2648	2648		
Mobile Homes		0	0		
Mobile Home lots		108	108		

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

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?
NOT APPLICABLE.

41.a.(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[1]	Average Wait
O-6/7/8/9	1	0	N/A
	2	0	N/A
	3	0	N/A
	4+	28	18-19 MONTHS
O-4/5	1	0	N/A
	2	16	11-12 MONTHS
	3	92	18-19 MONTHS
	4+	38	19-20 MONTHS
O-1/2/3/CWO	1	0	N/A
	2	141	30-31 MONTHS
	3	67	13-14 MONTHS
	4+	38	23-24 MONTHS
E7-E9	1	0	N/A
	2	72	22-23 MONTHS
	3	185	23-24 MONTHS
	4+	127	36-37 MONTHS
E1-E6	1	50	8-9 MONTHS
	2	1684	16-17 MONTHS
	3	1575	27-28 MONTHS
	4+	722	23-24 MONTHS
E1-E9	MOBILE HOME LOTS	45	12-18 MONTHS

[1]As of 31 March 1994

41a.(5) What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

	Top Five Factors Driving the Demand for Base Housing
1	**COST** - SAN DIEGO IS ONE OF THE MOST EXPENSIVE AREAS WITHIN THE UNITED STATES IN WHICH TO LIVE. AVERAGE MONTHLY RENTAL RATES EXCEED MAXIMUM ALLOWABLE HOUSING COST (MAHC) FOR MOST MILITARY PAY GRADES. GENERALLY, E1-E6 PERSONNEL CAN ONLY AFFORD TO RENT HOMES IN HIGH CRIME NEIGHBORHOODS. E1-E3 PERSONNEL CAN AFFORD ONLY ONE BEDROOM HOMES. E4-E6 PERSONNEL CAN AFFORD TWO BEDROOM HOMES. FOUR BEDROOM HOMES ARE OUT OF REACH FOR ALL BUT O4 AND ABOVE PERSONNEL. A DECEMBER 1992 MARKET ANALYSIS INDICATES THIS PROBLEM WILL WORSEN WITHIN THE NEXT FIVE YEARS. THE AVERAGE PRICE OF A SINGLE FAMILY HOME IN 1993 WAS $219,609 - WELL BEYOND THE MEANS OF MOST MILITARY FAMILIES.
2	**SECURITY** - DUE TO THE HIGH COST OF HOUSING IN SAN DIEGO, MANY FAMILIES ARE FORCED TO LIVE IN HIGH CRIME AREAS. GANG ACTIVITY AND OTHER TYPES OF CRIME COMMON TO MAJOR METROPOLITAN AREAS ARE PREVALENT WITHIN THE REGION. SECURITY IS A PRIMARY CONCERN OF SERVICE MEMBERS WHOSE FAMILIES MUST FEND FOR THEMSELVES DURING DEPLOYMENTS.
3	**PROXIMITY TO WORK/LOCATION** - MILITARY FAMILY HOUSING SITES ARE LOCATED WITHIN MINUTES OF ALL ELEVEN MAJOR MILITARY INSTALLATIONS IN THE SAN DIEGO AREA. MANY SERVICE MEMBERS PREFER TO RESIDE CLOSE TO WORK TO LIMIT COMMUTE TIME, SAVE MONEY, AND FACILITATE RAPID RECALL. MOST HOUSING SITES ARE LOCATED CLOSE TO SUPPORT FACILITIES SUCH AS FAMILY SERVICE CENTERS, COMMISSARY AND EXCHANGE FACILITIES. SOME SITES ARE PARTICULARLY DESIRABLE DUE TO THEIR LOCATION. THE HOUSING SITES ON CORONADO, FOR EXAMPLE, HAVE THE LONGEST WAITING LISTS DUE TO THE QUIET ATMOSPHERE AND OUTSTANDING SCHOOLS LOCATED THERE.
4	**COMMUNITY SUPPORT** - MANY SERVICE MEMBERS AND THEIR DEPENDENTS CITE THE STRONG BOND AND SUPPORT THEY RECEIVE FROM MILITARY NEIGHBORS AS A PRIMARY REASON FOR APPLYING FOR FAMILY HOUSING. THIS IS ESPECIALLY IMPORTANT TO FAMILIES WITH SPONSORS ATTACHED TO AFLOAT COMMANDS.

5	**QUALITY OF FACILITIES** - SAN DIEGO OFFERS MANY DIFFERENT TYPES OF HOMES. AGE, STYLE, AMENITIES, LOCATION VARIES FROM ONE SITE TO ANOTHER. SINGLE FAMILY, DUPLEX, TOWNHOMES AND APARTMENT STYLE HOMES ARE AVAILABLE. MANY NEW SITES HAVE BEEN ACQUIRED THROUGH THE "DIRECT PURCHASE PROGRAM". THE PROGRAM ENABLES THE GOVERNMENT TO PURCHASE ENTIRE COMMUNITIES FROM DEVELOPERS. THESE MILITARY HOUSING COMMUNITIES BLEND IN WITH OTHER CIVILIAN HOMES AS THEY WERE CONSTRUCTED TO BE RENTAL OR SALES PROPERTIES.

WHILE THE TOP FIVE FACTORS APPLY TO ALL GRADE CATEGORIES, THEY DO VARY IN ORDER OF IMPORTANCE DEPENDING UPON THE GRADE. SENIOR OFFICERS ARE MORE LIKELY TO CHOOSE FAMILY HOUSING DUE TO PROXIMITY TO WORK/LOCATION OR COMMUNITY SUPPORT. COST AND SECURITY ARE THE PRIMARY CONCERNS OF ENLISTED PERSONNEL.

(6) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)? **79%**

(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate	98.39
Substandard	N/A
Inadequate	N/A

(8) As of 31 March 1994, have you experienced much of a change since FY 1993? **NO.** If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason? **NOT APPLICABLE**

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41.b. BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE (BEQ AVERAGE ONBOARD REVISED)

Type of Quarters TRANSIENT	Utilization Rate
Adequate	90%
Substandard	0
Inadequate	0

Type of Quarters PERM PARTY	Utilization Rate
Adequate	77%
Substandard	84%
Inadequate	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

FLUCTUATIONS DUE TO DEPLOYING SQUADRONS/DETACHMENTS CONTINUE TO AFFECT OVERALL AVERAGE. OCCUPANCY IS BELOW 95% DUE TO REHABILITATION OF SPACES, DEPLOYING UNITS AND UNIT INTEGRITY.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

AOB = (# Geographic Bachelors x average number of days in barracks)/365 = **127** R R

41.b. BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters TRANSIENT	Utilization Rate
Adequate	90%
Substandard	0
Inadequate	0

Type of Quarters PERM PARTY	Utilization Rate
Adequate	77%
Substandard	84%
Inadequate	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

FLUCTUATIONS DUE TO DEPLOYING SQUADRONS/DETACHMENTS CONTINUE TO AFFECT OVERALL AVERAGE. OCCUPANCY IS BELOW 95% DUE TO REHABILITATION OF SPACES, DEPLOYING UNITS AND UNIT INTEGRITY.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

AOB = (# Geographic Bachelors x average number of days in barracks)/365 = **261**

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(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	14	18%	
Spouse Employment (non-military)	10	13%	
Other	50	68%	MARITAL PROBLEMS
TOTAL	74	100%	

(5) How many geographic bachelors do not live on base? UNABLE TO DETERMINE NUMBER OF GEOGRAPHIC BACHELORS WHO DO NOT LIVE ON BASE.

41.c. BOQ:

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (BOQ AVERAGE ONBOARD REVISED)

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters TRANSIENT	Utilization Rate
Adequate	85%
Substandard	0
Inadequate	0
Type of Quarters PERM PARTY	**Utilization Rate**
Adequate	92%

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	14	18%	
Spouse Employment (non-military)	10	13%	
Other	50	68%	MARITAL PROBLEMS
TOTAL	74	100%	

(5) How many geographic bachelors do not live on base? UNABLE TO DETERMINE NUMBER OF GEOGRAPHIC BACHELORS WHO DO NOT LIVE ON BASE.

41.c. BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters TRANSIENT	Utilization Rate
Adequate	85%
Substandard	0
Inadequate	0

Type of Quarters PERM PARTY	Utilization Rate
Adequate	92%
Substandard	0
Inadequate	0

Substandard	0
Inadequate	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

FLUCTUATIONS DUE TO DEPLOYING SQUADRONS/DETACHMENTS CONTINUE TO AFFECT OVERALL AVERAGE. OCCUPANCY IS BELOW 95% DUE TO REHABILITATION OF SPACES AND DEPLOYING UNITS.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

AOB = (# Geographic Bachelors x average number of days in barracks)/365 = **28** R

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	6	33	OWN HOME OR AWAITING HOUSING
Spouse Employment (non-military)	8	45	
Other	4	22	MARITAL PROBLEMS
TOTAL	18	100	

(5) How many geographic bachelors do not live on base?
UNABLE TO DETERMINE NUMBER OF GEOGRAPHIC BACHELORS WHO DO NOT LIVE ON BASE.

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

FLUCTUATIONS DUE TO DEPLOYING SQUADRONS/DETACHMENTS CONTINUE TO AFFECT OVERALL AVERAGE. OCCUPANCY IS BELOW 95% DUE TO REHABILITATION OF SPACES AND DEPLOYING UNITS.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

AOB = (# Geographic Bachelors x average number of days in barracks)/365 = **395**

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	6	33	OWN HOME OR AWAITING HOUSING
Spouse Employment (non-military)	8	45	
Other	4	22	MARITAL PROBLEMS
TOTAL	18	100	

(5) How many geographic bachelors do not live on base? UNABLE TO DETERMINE NUMBER OF GEOGRAPHIC BACHELORS WHO DO NOT LIVE ON BASE.

NAS North Island UIC 00246 DATACALL #38

On Base MWR Facilities

42. For on-base MWR facilities[1] available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS NORTH ISLAND

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	24	Y
	Outdoor Bays	27	Y
Arts/Crafts	SF	N/A	N/A
Wood Hobby	SF	16,320	Y
Bowling	Lanes	24	Y
Enlisted Club (SURF CLUB - ALL HANDS)	SF	5,896	Y
Officer's Club (ISLAND CLUB - ALL HANDS)	SF	29,121	N
Library	SF	5,926	N/A
Library	Books	22,687	N/A
Theater	Seats	1,600	Y
ITT	SF	1,900	N
Museum/Memorial	SF	N/A	N/A
Pool (indoor)	Lanes	N/A	N/A
POOL (OUTDOOR) ISLAND CLUB	LANES	NONE	N/A
Pool (outdoor) CREWS POOL	Lanes	6	N/A
Beach	LF	4,500	N/A
Swimming Ponds	Each	N/A	N/A
Tennis CT	Each	12	N/A

[1]Spaces designated for a particular use. A single building might contain several facilities, each of which should be listed separately.

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Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	10	N/A
Basketball CT (outdoor)	Each	3	N/A
Racquetball CT	Each	8	N/A
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	24	N
Gymnasium	SF	12,514	N/A
Fitness Center (BLDG 277)	SF	6,366	N/A
FITNESS CENTER (BLDG 281)	SF	15,086	N/A
FITNESS CENTER (BLDG 766)	SF	3,782	N/A
Marina	Berths	N/A	N/A
Stables	Stalls	N/A	N/A
Softball Fld	Each	6	N/A
Football Fld	Each	6	N/A *
Soccer Fld	Each	N/A	N/A
Youth Center	SF	N/A	N/A
SQUASH COURT	EA	2	N/A
RACQUETBALL COURTS	EA	8	N/A

* SERVES AS MULTI-USE FIELDS

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NALF SAN CLEMENTE ISLAND

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Bowling	Lanes	4	N
Enlisted Club	SF	3,700	Y
Library	SF	*	N
Theater	Seats	**	N
Tennis CT	Each	1	N/A
Racquetball CT	Each	1	N/A
Gymnasium	SF	12040	N/A
Fitness Center	SF	***	N/A
Softball Field	Each	1	N/A

[1]Spaces designated for a particular use. A single building might contain several facilities, each of which should be listed separately.

NOTE: *LIBRARY PROGRAM CONSISTS OF PAPER BACK EXCHANGE ONLY (ON THE HONOR SYSTEM) AND IS LOCATED WITHIN THE SAME BUILDING AS THE ENLISTED CLUB.

**THEATER IS A VIDEO CASSETTE PROGRAM ONLY - NO ACTUAL BUILDING IS DESIGNATED AS A THEATER.

***A WEIGHT ROOM IS LOCATED WITHIN THE SAME BUILDING AS THE GYM. NO SQUARE FOOTAGE AVAILABLE ON WEIGHT ROOM.

43. Is your library part of a regional interlibrary loan program?

YES, WITH OTHER NAVY COMMANDS IN THE LOCAL GEOGRAPHICAL AREA ONLY.

44. Base Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your base.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	7		X		157	360+
6-12 Mos	12		X		157	360+
12-24 Mos	61		X		121	360+
24-36 Mos	52		X		136	180+
3-5 Yrs	93		X		99	180+

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

NOT APPLICABLE

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

FAMILY HOME CARE AT 32ND STREET NAVAL STATION; PRIVATE CHILD CARE, CIVILIAN COMMUNITY CHILD CARE.

d. How many "certified home care providers" are registered at your base? NONE

e. Are there other military child care facilities within 30 minutes of the base? State owner and capacity (i.e., 60 children, 0-5 yrs).

32ND STREET NAVAL STATION	- 399
NAVAL TRAINING CENTER	- 200
NAVAL AMPHIBIOUS BASE	- 98
NAVAL SUBMARINE BASE	- 79
NAS MIRAMAR	- 266

45. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

NAS NORTH ISLAND

Service	Unit of Measure	Qty
EXCHANGE	SF	58146
GAS STATION	SF	5520
AUTO REPAIR	SF	2427
AUTO PARTS	SF	418
MINI-MART (TOUCH N GO)	SF	5553
PACKAGE STORE	SF	7613
LAUNDROMAT (COIN OPERATED)	SF	1901
DRY CLEANERS (PICK-UP AND DROP POINT ONLY)	Each	1
FAST FOOD RESTAURANTS (INCLUDING NAVY EXCHANGE)	Each	12
UNIFORM SHOP/VISUAL MDSE/ SMALL RETAIL STORE/TAILOR SHOP	SF	25003
ADMIN SPACES/VIDEO RENTAL	SF	7100

MAINT/VENDING/FOOD WAREHOUSE	SF	20932
ARC	PN	NONE
CHAPEL	*PN	400
FSC CLASSRM/AUDITORIUM	PN	50
BANK/CREDIT UNION	EACH	1
FAMILY SERVICE CENTER	SF	7800
NAVY LODGE - 45 ROOMS (EA ROOM CAN ACCOMMODATE 5 PEOPLE)	EACH	2
NAVY LODGE LAUDROMAT	SF	776
COMMISSARY	SF	48700

NOTE: * NUMBER OF PEOPLE THE CHAPEL HOLDS

NOLF IMPERIAL BEACH

Service	Unit of Measure	Qty
Exchange	SF	47517
Gas Station	SF	2840
Auto Repair	SF	1320
Auto Parts Store	SF	1323
VISUAL MDSE/RETAIL WAREHOUSE	SF	9750
COMMISSARY	SF	76171

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NALF SAN CLEMENTE

Service	Unit of Measure	Qty
Exchange	SF	2458

46. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
CHULA VISTA	13
SAN DIEGO	4
ESCONDIDO	39

47. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	218.36	122.17
E2	211.66	133.11
E3	206.44	152.11
E4	228.51	159.48
E5	261.55	182.62
E6	301.89	205.51
E7	339.62	235.92
E8	352.67	266.62
E9	358.64	272.25
W1	391.25	297.14
W2	386.34	303.02
W3	386.73	314.37
W4	403.06	357.37
O1E	386.83	286.94

O2E	348.28	277.68
O3E	414.92	351.02
O1	345.66	254.71
O2	332.79	260.12
O3	342.83	288.64
O4	411.69	358.00
O5	454.49	375.85
O6	477.20	394.99
O7	486.52	395.29

48. Off-base housing rental and purchase

48.a. Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

CHG BY CNAP 9406

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	*		
Apartment (1-2 Bedroom)	*		
Apartment (3+ Bedroom)	*		
Single Family Home (3 Bedroom)	*		
Single Family Home (4+ Bedroom)	*		
Town House (2 Bedroom)	*		
Town House (3+ Bedroom)	*		
Condominium (2 Bedroom)	*		
Condominium (3+ Bedroom)	*		

*** The following information was provided and certified by CNB. Data provided unable to fit exactly in the above format.**

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
EFFICIENCY	$521	$521	$29
1 BEDROOM UNIT*	$581	$581	$32
2 BEDROOM UNIT*	$700	$698	$34
3 BEDROOM UNIT*	$823	$821	$62
4+ BEDROOM UNIT*	$1026	$988	$97

* INCLUDES APARTMENTS, CONDOMINIUMS, TOWN HOMES, AND SINGLE FAMILY HOMES. (AVERAGE MONTHLY RENTAL RATES FROM MARKET PROFILES, INC. RENTAL TRENDS REPORTS DATED SEPTEMBER 1993 AND MARCH 1994. AVERAGE MONTHLY UTILITIES PROVIDED BY SDG&E.)

48.b. What was the rental occupancy rate in the community as of 31 March 1994?

CHG BY CNAP 9406

Type Rental	Percent Occupancy Rate
Efficiency	*
Apartment (1-2 Bedroom)	*
Apartment (3+ Bedroom)	*
Single Family Home (3 Bedroom)	*
Single Family Home (4+ Bedroom)	*
Town House (2 Bedroom)	*
Town House (3+ Bedroom)	*
Condominium (2 Bedroom)	*
Condominium (3+ Bedroom)	*

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48.c. What are the median costs for homes in the area?

CHG BY CNAP 9406

Type of Home	Median Cost
Single Family Home (3 Bedroom)	*
Single Family Home (4+ Bedroom)	*
Town House (2 Bedroom)	*
Town House (3+ Bedroom)	*
Condominium (2 Bedroom)	*
Condominium (3+ Bedroom)	*

The following information was provided and certified by CNB. Data provided unable to fit exactly in the above format.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE.

Type of Home	Median Cost
Single Family Home (3 /4 + Bedroom)	$175,000
Town House (1/2/3+ Bedroom)	$128,000
Condominium (1/2/3+ Bedroom)	$128,000

(Median costs provided by Data Quick Information Systems. Costs broken down by bedroom were not available).

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The following information was provided and certified by CNB. Data provided unable to fit exactly in the above format.

Type Rental	Percent Occupancy Rate
Efficiency	95.04%
1 Bedroom Unit *	94.63%
2 Bedroom Unit *	93.89%
3 Bedroom Unit *	93.07%
4+ Bedroom Unit *	93.96%

* Includes apartments, condominiums, town homes and single family homes.
(Occupancy rates from Market Profiles, Inc. Rental Trends report dated March 1994).

48.c. What are the median costs for homes in the area?

CHG BY CNAP 9406

Type of Home	Median Cost
Single Family Home (3 Bedroom)	*
Single Family Home (4+ Bedroom)	*
Town House (2 Bedroom)	*
Town House (3+ Bedroom)	*
Condominium (2 Bedroom)	*
Condominium (3+ Bedroom)	*

NAS North Island UIC 00246 DATACALL #38

The following information was provided and certified by CNB. Data provided unable to fit exactly in the above format.

Type of Home	Median Cost
Single Family Home (3 /4 + Bedroom)	$175,000
Town House (1/2/3+ Bedroom)	$128,000
Condominium (1/2/3+ Bedroom)	$128,000

(Median costs provided by Data Quick Information Systems. Costs broken down by bedroom were not available).

48.d. For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

CHG BY CNAP 9406

Month*	Number of Bedrooms		
	2	3	4+
January			
February			
March			
April			
May			
June			
July			
August			
September			
October			
November			
December			

The following information was provided and certified by CNB. Data provided unable to fit exactly in the above format.

E5 BAQ+VHA = $677.05
$677.05 x 90% = $609
$677.05 x 110% = $745
Range for monthly payment would be $609 to $745

The following assumptions were made:
a. That the monthly payment would include mortgage, taxes and homeowners fees.
b. That an E5 would not be able to afford a large down payment.
c. That a purchase cost range of $55,000 to $73,000 would be appropriate to include varying interest rates and minimal down payment.

Month	Number of Bedrooms		
	2	3	4+
April 1994	223	24	3

(Note: Historical data not available. Numbers provided above reflect current availabilities. Information provided by REMAX Metro.)

48.e. Describe the principle housing cost drivers in your local area.

(COST DRIVERS BELOW WERE IDENTIFIED IN A DECEMBER 1992 MARKET ANALYSIS PREPARED BY ROBERT D. NEIHAUS, INC.)

HOUSING COST IS CLOSELY CORRELATED WITH LOCATION, AMOUNT OF LAND AND NUMBER OF BEDROOMS. SOUTHERN CALIFORNIA COASTAL REGIONS ARE AMONG THE MOST COSTLY IN CONUS. TEMPERATURES IN BOTH THE SUMMER AND WINTER ARE MODERATED BY NEARBY WATERS OF THE PACIFIC OCEAN. AVERAGE DAILY MAXIMUM TEMPERATURES ARE APPROXIMATELY 65 DEGREES FAHRENHEIT DURING THE WINTER AND 75 DEGREES FAHRENHEIT DURING THE SUMMER. TEMPERATURES BELOW FREEZING RARELY OCCUR. ANNUAL RAINFALL AVERAGES APPROXIMATELY NINE INCHES. ALTHOUGH MOST HOUSEHOLDS ARE LIKELY TO PREFER HOUSING CLOSE TO THE AMENITIES ASSOCIATED WITH COASTAL COMMUNITIES, THE COST OF HOUSING IN THESE COMMUNITIES IN GENERALLY HIGHER THAN LOCATIONS FURTHER INLAND.

A WELL-DEVELOPED REGIONAL ROAD TRANSPORTATION SYSTEM OF INTERSTATE, STATE AND COUNTY HIGHWAYS SERVES THE AREA, AS DOES A SYSTEM OF CAUSEWAYS LINKING THE MAINLAND WITH CORONADO AND NORTH ISLAND. AIR SERVICE IS AVAILABLE AT SAN DIEGO INTERNATIONAL AIRPORT (LINDBERGH FIELD), MONTGOMERY FIELD, AND RAMONA AIRPORT. PASSENGER AND FREIGHT RAIL SERVICE ARE PROVIDED BY AMTRAK AND THE SANTA FE RAILROAD, RESPECTIVELY. BUS AND TROLLEY SERVICES ARE AVAILABLE WITHIN THE AREA FOR LOCAL TRANSPORTATION.

SAN DIEGO HAS A DIVERSIFIED ECONOMIC BASE CHARACTERIZED BY SEVERAL KEY ELEMENTS:

- A WIDE RANGE OF MANUFACTURING AND SERVICE ACTIVITIES;
- A LARGE MILITARY PRESENCE;
- AN ACTIVE TOURISM SECTOR;
- AN EDUCATIONAL COMPLEX CONSISTING OF CAMPUSES OF BOTH THE UNIVERSITY OF CALIFORNIA AND CALIFORNIA STATE UNIVERSITY SYSTEMS AS WELL AS FIVE OTHER PRIVATE UNIVERSITIES AND COLLEGES; AND
- A GROWING RESEARCH AND DEVELOPMENT SECTOR SPECIALIZING IN HEALTH CARE SERVICES.

LOCAL FORECASTS OF POPULATION GROWTH INDICATE EXPECTED INCREASES THROUGH 1996 AVERAGING 2.1 PERCENT ANNUALLY. BOTH THE JOB AND POPULATION PROJECTIONS REFLECT A REDUCTION IN EXPECTED GROWTH COMPARED TO THE RAPID RATES OF THE PAST TWO DECADES.

THE MAJOR INDUSTRY SECTIONS IN THE COUNTY ARE THE SERVICES SECTOR, THE WHOLESALE AND RETAIL TRADE SECTORS AND THE CIVILIAN GOVERNMENT. A MILD RECOVERY IS PROJECTED FOR THE COUNTY WITH EMPLOYMENT INCREASING SLOWLY.

49. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
AB	17	0
MM	30	19
AME	55	50
AO	133	109
RM	12	35

1.2:1

50. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
ENCANTO, SAN DIEGO, CA	4	11	30-35
PARADISE HILLS, SAN DIEGO, CA	4	12	25
NESTOR, SAN DIEGO, CA	8	16	35
IMPERIAL BEACH, CA	6	12	23
CHULA VISTA, CA	9	19	25

THE ABOVE CHART PROVIDES THE AVERAGE ONE-WAY COMMUTE FOR THE FIVE LARGEST CONCENTRATIONS OF MILITARY AND CIVILIAN PERSONNEL LIVING OFF-BASE. THESE FIGURES WERE OBTAINED THROUGH A SURVEY CONDUCTED AT NAS NORTH ISLAND AND COMPILED BY COMMUTER COMPUTER ORGANIZATION. THE LENGTH OF COMMUTE TIME WAS PREDICATED UPON ANY FREEWAY ACCESS IN AND OUT OF EACH AREA AND ONLY CONSIDERED NORMAL TRAFFIC FLOW.

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51.a. List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

THIS QUESTION HAS BEEN REVISED SINCE ORIGINAL SUBMISSION - PER REQUEST FROM NAVAL AUDIT SERVICE - 26 SEPTEMBER 1994.

Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ ACT Score	% HS Grad to Higher Educ	Source of Info
San Diego Unified School Dist.	Public	K-12	Yes	$3800 Enrollment of **military dependents is 15291 students.**			SD Unified School Dist.
Warner Union Elem. School Dist.	Public	K-8		$3800 Enrollment is 264 students	unkn	unkn	San Diego County Office of Education

ENCLOSURE (6)
Attachment F

78 R (30 OCT 94)

51. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

51.a. List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ACT Score	% HS Grad to Higher Educ	Source of Info
San Diego Unified School Dist.	Public	K-12	Yes	$3800 Enrollment of **military dependents is 15291 students.**			SD Unified School Dist.
Warner Union Elem. School Dist.	Public	K-8		$3800 Enrollment is 264 students	unkn	unkn	San Diego County Office of Education
Sweetwater Union High School Dist.	Public	9-12	Yes	$3800 Enrollment is 28828 students	unkn	unkn	Sweetwater Union HS District
South Bay Union Elem School Dist.	Public	K-6	Yes	$3800 Enrollment is 9785 students			SB Union Dist.
San Ysidro Elem School Dist.	Public	K-8	Yes	$3800 Enrollment is 3834 students			SY School Dist.
Chula Vista Elementary School Dist.	Public	K-6	Yes	$3800 Enrollment is 18581 students			CV Elem School Dist.
Del Mar Union Elem. School Dist.	Public	K-6	Yes	$3800 Enrollment is 1264 students			DM Union Dist

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Sweetwater Union High School Dist.	Public	9-12	Yes	$3800 Enrollment is 28828 students	unkn	unkn	Sweetwater Union HS District
South Bay Union Elem School Dist.	Public	K-6	Yes	$3800 Enrollment is 9785 students			SB Union Dist.
San Ysidro Elem School Dist.	Public	K-8	Yes	$3800 Enrollment is 3834 students			SY School Dist.
Chula Vista Elementary School Dist.	Public	K-6	Yes	$3800 Enrollment is 18581 students			CV Elem School Dist.
Del Mar Union Elem. School Dist.	Public	K-6	Yes	$3800 Enrollment is 1264 students			DM Union Dist
Santee Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 8200 students			Santee Elem School Dist.
Lemon Grove Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 4280 students			LG Elem School Dist.

Santee Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 8200 students			Santee Elem School Dist.
Lemon Grove Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 4280 students			LG Elem School Dist.
National Elementary School Dist.	Public	K-6	Yes	$3800 Enrollment is 6141 students			Nat'l Elem School Dist.
Valley Center Union Elem School Dist.	Public	K-8	Yes	$3800 Enrollment is 2400 students			VC School Dist
Sante Fe Christian School	Private	K-12	No	$3883 to $5478			SFC School
Cajon Valley Union Elementary School Dist	Public	K-8	Yes	$3800 Enrollment is 18357 students			CV School District
Alpine Union Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 2110 students			Alpine School Dist.
Dehesa Elementary School Dist	Public	K-6	Yes	$3800 Enrollment is 194 students			Dehesa School Dist.
Cardiff Elementary School Dist.	Public	K-6	Yes	$3800 Enrollment is 942 students			Cardiff School Dist.
Bonsall Union Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 1238			Bonsall Union School Dist.
Solana Beach Elementary School Dist.	Public	K-6	Yes	$3800 Enrollment is 2040			Solana Beach School Dist.

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National Elementary School Dist.	Public	K-6	Yes	$3800 Enrollment is 6141 students			Nat'l Elem School Dist.
Valley Center Union Elem School Dist.	Public	K-8	Yes	$3800 Enrollment is 2400 students			VC School Dist
Sante Fe Christian School	Private	K-12	No	$3883 to $5478			SFC School
Cajon Valley Union Elementary School Dist	Public	K-8	Yes	$3800 Enrollment is 18357 students			CV School District
Alpine Union Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 2110 students			Alpine School Dist.
Dehesa Elementary School Dist	Public	K-6	Yes	$3800 Enrollment is 194 students			Dehesa School Dist.
Cardiff Elementary School Dist.	Public	K-6	Yes	$3800 Enrollment is 942 students			Cardiff School Dist.
Bonsall Union Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 1238			Bonsall Union School Dist.

Rancho Santa Fe Elem School Dist.	Public	K-8	Yes	$3800 Enrollment is 576 students			Rancho Santa Fe School Dist.
Vallecitos Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 246 students			Vallecitos School Dist.
Spencer Valley Elem School Dist	Public	K-8	No	$3800 Enrollment is 31 students			Spencer Valley School Dist.
Pauma Elem School Dist	Public	K-8	Yes	$3800 Enrollment is 400 students			Pauma School Dist.
Encinitas Union Elem School Dist.	Public	K-6	Yes	$3800 Enrollment is 4834 students			Encinitas School Dist.
Escondido Union High School Dist.	Public	9-12	Yes	$3800 Enrollement is 6400 students	unkn	unkn	same as above
Fallbrook Union High School Dist.	Public	9-12	Yes	$3800 Enrollment is 2284 students	unkn	unkn	same as above
Julian Union High School Dist.	Public	9-12		$3800 Enrollment is 265 students	unkn	unkn	same as above
San Dieguito Union High School Dist.	Public	9-12		$3800 Enrollment is 7303 students	unkn	unkn	same as above
Borrego Springs Unified School Dist.	Public	K-8, 9-12		$3800 Enrollment is 443 students			
Mountain Empire Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 2000 students			

Solana Beach Elementary School Dist.	Public	K-6	Yes	$3800 Enrollment is 2040			Solana Beach School Dist.
Rancho Santa Fe Elem School Dist.	Public	K-8	Yes	$3800 Enrollment is 576 students			Rancho Santa Fe School Dist.
Vallecitos Elementary School Dist.	Public	K-8	Yes	$3800 Enrollment is 246 students			Vallecitos School Dist.
Spencer Valley Elem School Dist	Public	K-8	No	$3800 Enrollment is 31 students			Spencer Valley School Dist.
Pauma Elem School Dist	Public	K-8	Yes	$3800 Enrollment is 400 students			Pauma School Dist.
Encinitas Union Elem School Dist.	Public	K-6	Yes	$3800 Enrollment is 4834 students			Encinitas School Dist.
Escondido Union High School Dist.	Public	9-12	Yes	$3800 Enrollement is 6400 students	unkn	unkn	same as above

Oceanside Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 18056 students			
Ramona Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 6500 students			
San Marcos Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 10189 students			
Vista Unified School Dist.	Public	K-6, 7-8, 9-12	Yes	$3800 Enrollment is 20700 students			
Carlsbad Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 6791 students.			
Coronado Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 2321 students			
Grossmont Union High School	Public	9-12	Yes	$3800 Enrollment is 19636 students			
Escondido Union Elem. School Dist	Public	K-8, 9-12, preschools		$3800 Enrollment is 15673 students.			
Fallbrook Union Elem. School Dist.	Public	K-8, 9-12		$3800 Enrollment is 5715 students			
Jamul-Dulzura Union Elem School Dist	Public	K-8, 9-12		$3800 Enrollment is 1230 students			
Julian Union Elem School Dist	Public	K-8	Yes	$3800 Enrollment is 515 students			

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Fallbrook Union High School Dist.	Public	9-12	Yes	$3800 Enrollment is 2284 students	unkn	unkn	same as above
Julian Union High School Dist.	Public	9-12		$3800 Enrollment is 265 students	unkn	unkn	same as above
San Dieguito Union High School Dist.	Public	9-12		$3800 Enrollment is 7303 students	unkn	unkn	same as above
Borrego Springs Unified School Dist.	Public	K-8, 9-12		$3800 Enrollment is 443 students			
Mountain Empire Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 2000 students			
Oceanside Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 18056 students			
Ramona Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 6500 students			
San Marcos Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 10189 students			

Lakeside Union Elem. School Dist.	Public	K-8, 9-12		$3800 Enrollment is 4903 students			
La Mesa-Spring Valley	Public	K-8, 9-12, preschools		$3800 Enrollment is 13992 students			
San Diego Hebrew Day School	Private preschool through high school	preschool through high school		$5400 (K-3); $5750 (4-6); $6200 (7-9)			
St. Augustine High	Private	9-12		$3930 to $4680			
Warren Walker	Private	Preschool through 6	No	$5070			
SD Jewish Academy	Private	K-9	No	$6200to $6810			
Luthern High School	Private	9-12	No	$3000 to $3550			
St. Therese	Private	preschool-througl 8		$1900to $2600			
La Jolla County Day School	Private	preschl 1 through 12		$8000 (preschl 1 through 4); $8425 (5-8); $8750 (9-12)			
Poway School District	Public	K-12	Yes	$3800 Enrollment is 2400.			

Note: **The 1991 combined County wide SAT score average is 907. The College-going rate for 1992 is 47.2 percent. Tuition costs were unavailable. According to 2 school districts, the Average Daily Attendance (ADA) amount per child is approximately $3700.00 -$3900.00 per student, per year.**

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Vista Unified School Dist.	Public	K-6, 7-8, 9-12	Yes	$3800 Enrollment is 20700 students			
Carlsbad Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 6791 students.			
Coronado Unified School Dist.	Public	K-6, 7-8, 9-12		$3800 Enrollment is 2321 students			
Grossmont Union High School	Public	9-12	Yes	$3800 Enrollment is 19636 students			
Escondido Union Elem. School Dist	Public	K-8, 9-12, preschools		$3800 Enrollment is 15673 students.			
Fallbrook Union Elem. School Dist.	Public	K-8, 9-12		$3800 Enrollment is 5715 students			
Jamul-Dulzura Union Elem School Dist.	Public	K-8, 9-12		$3800 Enrollment is 1230 students			

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Julian Union Elem School Dist.	Public	K-8	Yes	$3800 Enrollment is 515 students			
Lakeside Union Elem. School Dist.	Public	K-8, 9-12		$3800 Enrollment is 4903 students			
La Mesa-Spring Valley	Public	K-8, 9-12, preschools		$3800 Enrollment is 13992 students			
San Diego Hebrew Day School	Private preschoolthrough high school	preschool through high school		$5400 (K-3); $5750 (4-6); $6200 (7-9)			
St. Augustine High	Private	9-12		$3930 to $4680			
Warren Walker	Private	Preschool through 6	No	$5070			
SD Jewish Academy	Private	K-9	No	$6200to $6810			
Luthern High School	Private	9-12	No	$3000 to $3550			
St. Therese	Private	preschool-through 8		$1900to $2600			

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La Jolla County Day School	Private	preschl 1 through 12		$8000 (preschl 1 through 4); $8425 (5-8); $8750 (9-12)			
Poway School District	Public	K-12	Yes	$3800 Enrollment is 2400.			
Academy of Our Lady of Peace	Private	9-12		$3,100 to $3,500*			
All Hallows Academy	Private	K-8		$3,200*			
Army and Navy Academy	Private	7-12		$7,800 to $14,000*			
Beth Israel Day School	Private	P-6		$4,200*			
Bishop's School	Private	7-12		$8,250*			
Bostonia Christian	Private	K-6		$2,453*			
Calvary Christian School	Private	P-6		$1,750*			
Calvin Christian School	Private	K-12		$1,750 to $3,275			
Chabad School	Private	P-8		$3,250 to $4,000*			
Children's Montessori	Private	P-5		$3,000*			

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Children's Creative and Performing Arts Academy of San Diego	Private	K-10		$3,800*			
Christ the Cornerstone	Private	P-6		$1,560 to $1,980*			
Christ Lutheran Elementary	Private	K-8		$1,950*			
Christ the Cornerstone Lutheran	Private	K-6		$2,000*			
Christian Elementary School	Private	K-6		$1,727 to $2,453*			
Christian Jr. and High School	Private	7-12		$3,025 to $3,487*			
City Tree	Private	P-6		$3,385*			
Coleman Preparatory School	Private	K-12		$3,500 to $5,400*			
Covenant Christian	Private	K-12		$1,969 to $2,156*			
El Cajon Valley Christian	Private	P-6		$1,900*			
Escondido Adventist Academy	Private	K-12		$2,680 to $4,080*			
Escondido Christian School	Private	P-8		$2,640*			

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Fairbanks Country Day School	Private	P-6		$2,604*			
Faith Community Elementary	Private	K-6		$1,200 to $1,750*			
Fallbrook Country Day Elementary	Private	P-6		$2,604*			
First Southern Baptist Church	Private	P-4		$2,820*			
Francis Parker Elementary	Private	P-5		$6,800*			
Francis Parker High	Private	6-12		$7,700*			
Gillispie School	Private	P-2		$3,750*			
Good Shepard School	Private	K-18		$1,600 to $2,150*			
Grace Christian	Private	K-12		$335 to $350*			
Grace Lutheran Elementary	Private	P-8		$1,265 to $2,300*			
Grace Lutheran	Private	K-8		$2,000*			
Holy Family Elementary	Private	P-8		$1,539*			
Holy Trinity Elementary	Private	P-8		$2,220*			
Holy Spirit Elementary	Private	K-8		$1,450 or $2,000*			

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Home Centered Learning	Privatre	Ungraded					
Horizon Christian School	Private	P-6		$1,520 to $2,090*			
La Jolla Country Day School	Private	N-12		$5,610 to $7,740*			
La Mesa Christian School	Private	K-8		$1,815*			
Lakeside Country Day School	Private	K-4		$3,300*			
Light and Life Christian School	Private	P-8		$2,145*			
Marian High	Private	9-12		$3,500*			
Meridian Christian Elementary	Private	K-6		$1,727 to $2,453*			
Midway Baptist School	Private	K-12		$1,540 to $2,200*			
Mission Bay Montessori Academy	Private	Age 2-12		$3,600*			
Mission San Antonio De Pala	Private	K-8		$800 to $1,000*			
Nazareth Elementary	Private	P-8		$1,450*			
New Life Academy	Private	K-12		$500*			

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Our Lady's School	Private	K-8		$1,200*			
Pilgrim Lutheran	Private	1-8		$1,850*			
Rhoades School	Private	K-8		$5,225*			
San Diego Jewish Academy	Private	K-6		$4,250*			
Sacred Heart Academy	Private	K-8		$2,280 to $3,276*			
San Pasqual Academy	Private	9-12		$8,270*			
Santa Fe Christian Community	Private	K-12		$3,113 to $4,499*			
School of Madeleine	Private	K-8		$2,200*			
Southport Christian Academy	Private	K-12		$1,800 to $2,200*			
Southwestern Christian	Private	K-6		$2,280*			
St. Jude Academy	Private	K-8		$1,600*			
St. Didacus Parochial	Private	K-8		$1,600*			
St. Columbia	Private	P-8		$2,090*			
St. James Academy	Private	K-8		$2,000 to $2,400*			
St. Patricks	Private	K-8		$1,180 to $1,980*			

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St. Vincent Elementary	Private	K-8		$1,600 to $1,950*			
St. Rita's	Private	K-8		$1,250 to $2,350*			
St. Paul's Lutheran	Private	P-8		$2,350*			
St. Patrick's Elementary	Private	K-8		$1,800*			
St. Rose of Lima School	Private	K-8		$1,700*			
St. Pius X School	Private	K-8		$1,740 to $2,010*			
St. Mary's Elementary	Private	K-8		$1,830*			
St. Charles Elementary	Private	K-8		$1,680*			
St. Luke's Lutheran Christian Day	Private	P-6		$2,354*			
St. Kieran's	Private	P-8		$1,500*			
St. Augustine High School	Private	9-12		$3,050 to $3,650*			
St. Martin Academy	Private	K-8		$2,220*			
St. Michael's Elementary	Private	K-8		$1,550 to $1,850*			
St. Charles Barromeo Academy	Private	K-8		$1,700*			

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Stella Marish Academy	Private	K-6		$2,295 to $2,754*			
Tecate Christian School	Private	1-8		$75 to $110*			
Trinity Lutheran School	Private	P-6		$1,400*			
University of San Diego High	Private	9-12		$3,500 to $3,750*			
Warren-Walker School	Private	P-6		$4,000*			

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Note: The 1991 combined County wide SAT score average is 907. The College-going rate for 1992 is 47.2 percent. Tuition costs were unavailable. According to 2 school districts, the Average Daily Attendance (ADA) amount per child is approximately $3700.00 -$3900.00 per student, per year.

51.b. List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Chapman University	Day	No	No	None	None	None
	Night	No	No	None	Yes (B.A., B.S.)	Yes (MBA, MFCC, M.A., H.R.M.)
National University	Day	None	None	None	None	None
	Night	None	Yes (Paralegal)	None	Yes (B.A.)	Yes (M.A., MBA)
University of California at San Diego	Day	None	None	Yes	Yes (B.A., B.S.)	Yes (M.A., PhD)
	Night	None	None	Yes	Yes (B.A., B.S)	Yes (M.A., PhD)
University of California at San Diego Extension	Day	None	None	Yes	None	None
	Night	None	Yes	Yes	None	None
Academy of Art College	Day	No	Yes	Yes	Yes (BFA)	Yes (MFA)
	Night	No	Yes	Yes	Yes (BFA)	Yes (MFA)
Edutek	Day	No	Yes	Yes	No	No
	Night	No	No	No	No	No
Maric College	Day	No	Yes	Yes	Yes (A.S.)	No
	Night	No	No	No	No	No
Pacific Coast College	Day	No	Yes	Yes	No	No
	Night	No	Yes	Yes	No	No
Kelsey-Jenney	Day	No	Yes	Yes	Yes (A.A.)	No
	Night	No	Yes	Yes	Yes (A.A.)	No

Coleman College	Day	No	Yes	Yes	Yes (A.S., B.S.)	Yes (M.S., MBA)
	Night	No	Yes	Yes	Yes (A.S., B.S.)	Yes (M.S., MBA)
Century Business College	Day	No	Yes	Yes	No	No
	Night	No	Yes	Yes	No	No
Advertising Arts College	Day	No	Yes	Yes	Yes (A.A., B.A.)	No
	Night	No	Yes	Yes	Yes (A.A., B.A.)	No
El Dorado College	Day	No	Yes	Yes	No	No
	Night	No	No	No	No	No
ITT Technical Institute	Day	No	Yes	Yes	Yes (A.S., B.S.)	No
	Night	No	Yes	Yes	Yes (A.S., B.S.)	No
San Diego State University	Day	No	No	Yes	Yes (B.A., B.S.)	Yes (PhD, MBA, M.A.)
	Night	No	No	Yes	Yes (B.A., B.S.)	Yes (PhD, MBA, M.A.)
ConCorde Career Institute	Day	No	Yes	Yes	No	No
	Night	No	No	No	No	No
Platt College	Day	No	Yes	Yes	No	No
	Night	No	Yes	Yes	No	No
San Diego Community College	Day	Yes	Yes	Yes	Yes (A.A.)	No
	Night	Yes	Yes	Yes	Yes (A.A.)	No
Point Loma Nazarene College	Day	No	No	Yes	Yes (B.A., B.S.)	Yes (M.A.)
	Night	No	No	Yes	Yes (B.A., B.S.)	No
California Western Univ. School of Law	Day	No	No	Yes	Yes	Yes (J.D.)
	Night	No	No	No	No	No

Grossmont College	Day	No	Yes	Yes	Yes (A.A.)	No
	Night	No	Yes	Yes	Yes (A.A.)	No
United States International Univ.	Day	No	No	Yes	Yes (A.A., B.A., B.S.)	No
	Night	No	No	Yes	No	Yes (M.A., MBA, DBA, MFCC, PsyD)
Southwestern College	Day	No	Yes	Yes	Yes (A.A., A.S.)	No
	Night	No	Yes	Yes	Yes (A.A., A.S.)	No
Christian Heritage College	Day	No	No	Yes	Yes (B.A., B.S.)	No
	Night	No	No	Yes	Yes (B.A., B.S.)	No
Webster University	Day	No	No	No	No	No
	Night	No	No	Yes	Yes (B.A.)	Yes (MBA, M.A.)
New School of Art & Architecture	Day	No	Yes	Yes	No	No
	Night	No	Yes	Yes	Yes (A.A., B.A.)	Yes (M.A.)
Palomar College	Day	No	Yes	Yes	Yes (A.A.)	No
	Night	No	Yes	Yes	Yes (A.A.)	No
University of San Diego	Day	None	None	Yes	Yes (B.A., B.S.)	Yes (M.A., J.D., PhD, MBA)
	Night	None	None	Yes	Yes (B.A., B.S.)	Yes (M.A., J.D., PhD, MBA)

51.c. List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "yes" or "no" in all boxes as applied.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Chapman University	Day	None	None	None	None	None
	Night	None	None	Yes	Yes (B.A., B.S.)	Yes (MBA, M.A.)
	Correspondence	No	No	No	No	No
National University	Day	None	None	None	None	None
	Night	None	None	Yes	Yes (A.A., B.A., B.S.)	Yes (M.A., MFCC, MBA, MBB)
	Correspondence	None	None	None	None	None
Palomar College	Day	None	Yes	Yes	Yes (A.A.)	No
	Night	None	Yes	Yes	Yes (A.A.)	No
	Correspondence	None	No	No	No	No
San Diego Community College	Day	None	None	None	None	None
	Night	Yes (GED)	None	Yes	Yes (A.A.)	None
	Correspondence	None	None	None	None	None
University of Redlands	Day	None	None	None	None	None
	Night	None	None	Yes	Yes (A.A., B.A.)	Yes (M.A.M., MBA)
	Correspondence	None	None	None	None	None
University of Phoenix	Day	None	None	None	None	None
	Night	None	None	Yes	Yes (B.A., credit toward A.A.)	Yes (M.A., MBA)
	Correspondence	None	None	None	None	None

University of LaVerne	Day	No	No	No	No	No
	Night	No	No	Yes	Yes (A.A., B.A.)	Yes (M.A., MBA)
	Correspondence	No	No	No	No	No
Foundation of Educational Achievement	Day	No	No	No	No	No
	Night	Yes	No	No	No	No
	Correspondence	No	No	No	No	No
Southern Illinois University	Day	None	None	Yes -Weekend courses (B.S.)	Yes - Weekend courses (B.S.)	None
	Night	None	None	None	None	None
	Correspondence	No	No	No	No	No

52. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

CHG BY CNAP 9406

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional		40	13	***
Manufacturing		0	0	
Clerical		70	110	
Service		50	38	
Other		5	9	

NOTE - LOCAL UNEMPLOYMENT RATE:
1991 - 6.1%
1992 - 7.4%
1993 - 7.8%

***** The "Local Community Employment Rate" is a figure provided by the State of California, Employment Development Department (EDD), Labor Market Information Division. The unemployment rate county-wide currently stands at 6.9%. The figure is derived from a combination of a household survey and unemployment insurance claims.**

However, there is no breakdown from the unemployment claims data nor are surveyed individuals asked the type of work they are trained for nor the type of work they are seeking. Therefore, the local community employment rate for professional, manufacturing, clerical, service, other categories in unavailable, per local EDD, Labor Market Information Division.

53. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

MEDICAL - ACTIVE DUTY PERSONNEL DO HAVE DIFFICULTY OBTAINING PRIMARY CARE DUE TO FACILITY LIMITATIONS AND STAFFING. ACTIVE DUTY DO NOT HAVE DIRECT ACCESS TO THE CIVILIAN HEALTH CARE SYSTEM AND MUST SEEK CARE WITHIN THE MHSS. ALTHOUGH ACCESS VARIES FROM SETTING TO SETTING, THERE ARE CONSTRAINTS ON ACCESS TO VARIOUS LEVELS OF CARE WITH LONG WAITING TIMES FOR SPECIALTY APPOINTMENTS (E.G., ORTHOPEDICS) AND LIMITED AVAILABILITY OF SOME VERY SPECIALIZED SERVICES/TREATMENTS (E.G., MENTAL HEALTH)

ACTIVE DUTY PERSONNEL ARE REQUIRED TO USE THE MHSS, WHICH IS LIMITED IN ITS ABILITY TO SERVE THE PATIENTS IN A TIMELY FASHION. THIS MEDICAL CENTER IS A TERTIARY REFERRAL CENTER AND OPERATES GME PROGRAMS WHICH, IN ORDER TO REMAIN VIABLE (IN TERMS OF ACCREDITATION), MUST TREAT A WIDE RANGE OF DISORDERS (AND AGE GROUPS) NOT AVAILABLE IN THE YOUNGER AND PHYSICALLY HEALTHIER ACTIVE DUTY POPULATION. THE CASE SELECTION NECESSARY TO ACHIEVE THE PROPER CASE-MIX OFTEN LEADS TO SITUATIONS IN WHICH NON-ACTIVE-DUTY PATIENTS MUST BE ACCEPTED PREFERENTIALLY, RESULTING IN LIMITATIONS OF THE AVAILABILITY OF SPECIALTY CARE APPOINTMENTS FOR ACTIVE DUTY MEMBERS. NON-ACTIVE-DUTY BENEFICIARIES MAY ACCESS LOCAL CIVILIAN CARE UNDER CHAMPUS (TRICARE); HOWEVER, ACTIVE DUTY MEMBERS MUST OFTEN TRAVEL CONSIDERABLE DISTANCES TO THE NEAREST TERTIARY CENTER AND WAIT FOR AN APPOINTMENT AVAILABILITY.

THE NMCSD WAS ORIGINALLY DESIGNED IN THE 1970'S FOR INPATIENT STAYS. MEDICAL OFFICER EXAMINATION ROOMS WERE NOT CONFIGURED FOR OUTPATIENT CARE. OUTPATIENT SERVICES WERE TO BE PERFORMED IN BRANCH MEDICAL CENTERS WHICH HAVE LIMITED SPACE AND PERSONNEL. IDEALLY, THE MEDICAL OFFICER SHOULD HAVE TWO TREATMENT ROOMS AND ONE MEDICAL OFFICE TO MAXIMIZE EFFICIENCY OF PATIENT CARE DELIVERY.

DENTAL: A SURVEY WAS CONDUCTED IN APRIL 1994. 103 SURVEYS WERE COLLECTED AND THE RESULTS WERE AS FOLLOWS:

--84% OF 103 RESPONDENTS SURVEYED SAID "IT WAS EASY TO GET AN APPOINTMENT AT THE CLINIC."

--83% OF 103 RESPONDENTS STATED THAT THEY WERE ABLE TO SCHEDULE A REQUIRED FOLLOW-UP APPOINTMENT.

--BASED ON ABOVE STATISTICS AS WELL AS INPUT FROM FLEET AND SHORE LIAISON OFFICERS, THERE IS NO DIFFICULTY IN ACCESS TO DENTAL CARE ABOARD NDC SAN DIEGO.

54. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

MEDICAL: MILITARY DEPENDENTS HAVE DIFFICULTY ACCESSING THE MHSS (ESPECIALLY TO THE SEVERELY LIMITED DENTAL CARE AND PRIMARY CARE) BECAUSE THE MHSS IS INADEQUATELY SIZED TO SUPPORT THE NUMBERS OF BENEFICIARIES REQUIRING HEALTH CARE SERVICES. HOWEVER, DEPENDENTS MAY ACCESS THE CIVILIAN HEALTH CARE SYSTEM UNDER CHAMPUS (TRICARE) WITH RELATIVE EASE, ALTHOUGH THE CO-PAY HAS IN THE PAST BEEN A DETERRANT TO SOME BENEFICIARIES.

DENTAL: APPROXIMATELY 97% OF PATIENTS ACCESSING DENTAL CLINIC ARE ACTIVE DUTY MEMBERS.

--FAMILY MEMBERS ARE UTILIZING "DEPENDENTS DENTAL CARE PLAN" (DDP) WITHOUT DIFFICULTY IN MAJORITY OF CASES.
--FAMILY MEMBERS NOT USING DDP ARE ABLE TO ACCESS MILITARY DENTAL CARE ON A HUMANITARIAN BASIS FOR RELIEF OF PAIN.

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55. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)	0	2	1
Base Personnel - military	0	2	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
2. Blackmarket (6C)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
3. Counterfeiting (6G)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
4. Postal (6L)	1	1	1
Base Personnel - military	1	1	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
5. Customs (6M)	96	143	52

Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian	96	143	52
6. Burglary (6N)	7	8	3
Base Personnel - military	6	8	3
Base Personnel - civilian	1	0	0
Off Base Personnel - military			
Off Base Personnel - civilian			
7. Larceny - Ordnance (6R)	1	0	0
Base Personnel - military	1	0	0
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
8. Larceny - Government (6S)	145	216	266
Base Personnel - military	95	142	171
Base Personnel - civilian	51	74	95
Off Base Personnel - military			
Off Base Personnel - civilian			
9. Larceny - Personal (6T)	237	300	257
Base Personnel - military	214	270	230
Base Personnel - civilian	23	30	27
Off Base Personnel - military			
Off Base Personnel - civilian			
10. Wrongful Destruction (6U)	276	370	285
Base Personnel - military	234	315	243
Base Personnel - civilian	42	55	42

Off Base Personnel - military			
Off Base Personnel - civilian			
11. Larceny - Vehicle (6V)	17	19	23
Base Personnel - military	17	19	23
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
12. Bomb Threat (7B)	8	5	6
Base Personnel - military	8	5	6
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
13. Extortion (7E)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
14. Assault (7G)	74	71	86
Base Personnel - military	74	66	79
Base Personnel - civilian	0	5	7
Off Base Personnel - military			
Off Base Personnel - civilian			
15. Death (7H)	0	0	4
Base Personnel - military	0	0	1
Base Personnel - civilian	0	0	1
Off Base Personnel - military			
Off Base Personnel - civilian			2

16. Kidnapping (7K)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
18. Narcotics (7N)	10	24	20
Base Personnel - military	10	19	14
Base Personnel - civilian	0	5	6
Off Base Personnel - military			
Off Base Personnel - civilian			
19. Perjury (7P)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
20. Robbery (7R)	3	1	1
Base Personnel - military	3	1	1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
21. Traffic Accident (7T)	286	288	182
Base Personnel - military	172	176	109
Base Personnel - civilian	114	112	73
Off Base Personnel - military			
Off Base Personnel - civilian			
22. Sex Abuse - Child (8B)	1	2	2
Base Personnel - military	1	2	2

Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
23. Indecent Assault (8D)	4	7	4
Base Personnel - military	4	7	4
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
24. Rape (8F)	0	2	2
Base Personnel - military	0	2	2
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
25. Sodomy (8G)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

*NOTE: INFORMATION FOR ON BASE CAN BE GIVEN FOR THE VARIOUS CATEGORIES; HOWEVER OFF BASE STATS REQUIRE CLARIFICATION AS TO WHAT OFF BASE AREA; CORONADO, SAN DIEGO, ETC.. IT WOULD BE BASICALLY IMPOSSIBLE TO OBTAIN ANY INFORMATION FOR LOCAL OFF BASE ARREST AS CIVILIAN LAW ENFORCEMENT AGENCIES DO NOT MAINTAIN THEIR DATA BASES WITH EMPLOYER INFORMATION, THEREFORE STATS CAN BE OBTAINED ONLY BE GOING THROUGH EACH AND EVERY CASE IN THE AGENCIES FILES WHICH AGAIN WOULD BE IMPOSSIBLE.

BASE DOES NOT KEEP OFF-BASE CRIME STATISTICS IN THE FORMAT REQUESTED. THE FOLLOWING ARE THE CRIME STATISTICS FOR COUNTY OF SAN DIEGO FROM THE FBI INDEX CRIME RATE, NOT ALL CATEGORIES OF CRIMES DESCRIBED ABOVE ARE REFLECTED AS THEY ARE CONSIDERED "PART 2" CRIMES AND ARE NOT INCLUDED IN THIS INDEX. SOURCE IS THE SAN DIEGO ASSOCIATION OF GOVERNMENTS, CRIMINAL JUSTICE RESEARCH DIVISION REPORT "CRIME IN THE SAN DIEGO REGION 1993" DATED MARCH 1994:

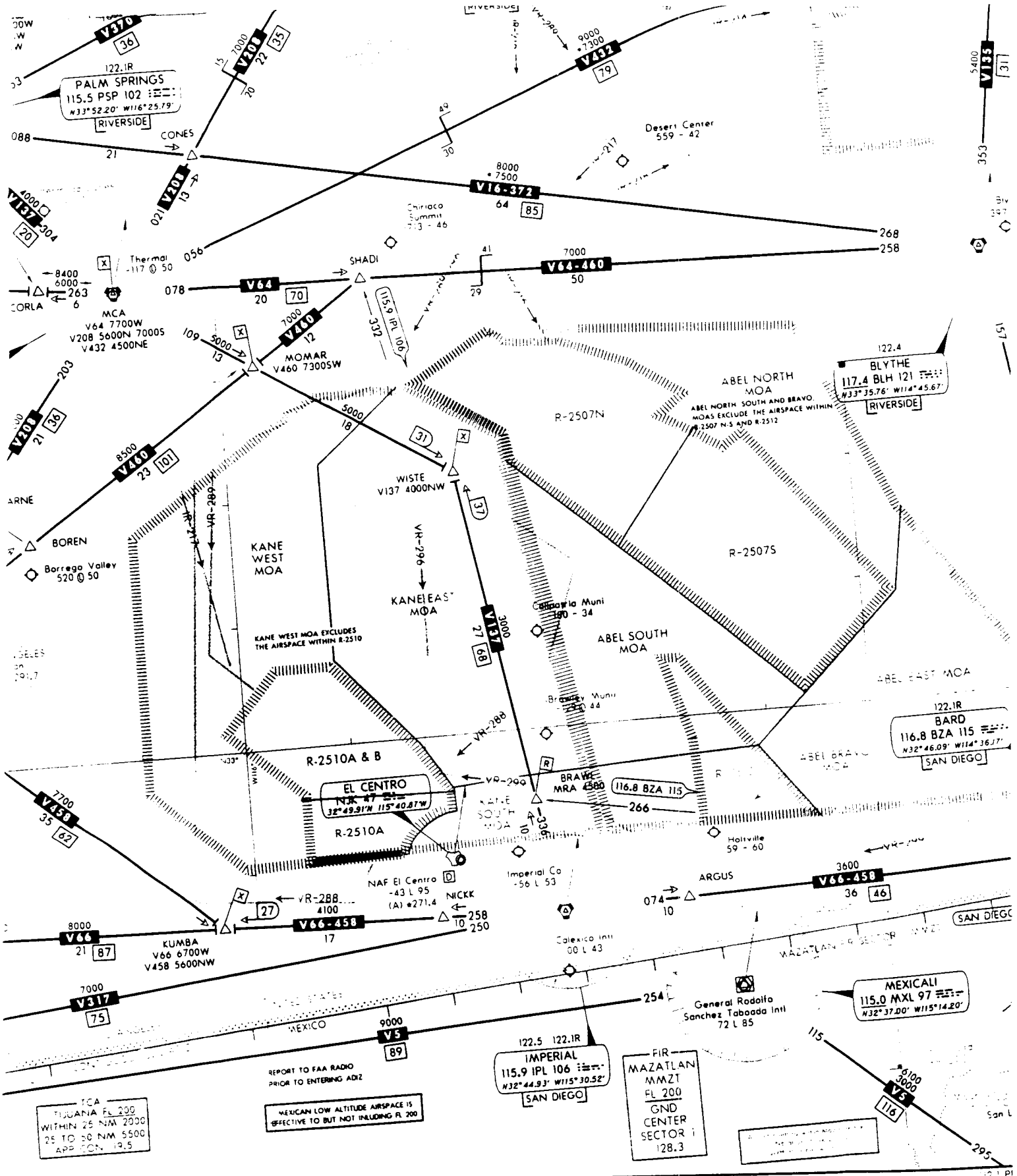
Crime Definitions	FY 1991	FY 1992	FY 1993
6. BURGLARY (6N)	15.1	13.2	12.1
9. LARCENY -PERSONAL (6T)	39.6	29.6	27.7 (DEFINED IN FBI INDEX AS LARCENY THEFT)
11. LARCENY - VEHICLE (6V)	18.8	13.0	12.5
14. ASSAULT (7G)	6.9	5.9	5.4 (DEFINED IN FBI INDEX AS AGGRAVATED ASSAULT)
15. DEATH (7H)	0.2	0.1	0.1 (DEFINED IN FBI INDEX AS HOMICIDE)
20. ROBBERY (7R)	2.4	3.3	2.8
24. RAPE (8F)	0.4	0.4	0.3 (DEFINED IN FBI INDEX AS FORCIBLE RAPE)

(ALL NUMBERS ARE CRIME PER 1,000 POPULATION)

MILITARY VALUE ANALYSIS
DATACALL #38

NAS NORTH ISLAND

ATTACHMENTS
(OPNAV COPY)



L-3

C D

ENCLOSURE (1)

North Island NAS

(NAVFIG/FIL 93-13)

1. GENERAL POLICY - NAS North Island is located in a densely populated area which is extremely noise sensitive. Strict compliance with Noise Abatement and ATC procedures is mandatory. Flight course rules violations will be processed per OPNAVINST 3710.7.

a. PPR - Required for all aircraft not on an approved flight advisory, DSN 735-8233 C619-545-8233.

b. HEAVY AIRCRAFT RESTRICTIONS - Land Rwy 36 (TACAN, ASR, PAR, or Visual) or Rwy 18 (ILS-A or LOC-A).

c. AV-8 HARRIER RESTRICTIONS - Rwy 36 is primary landing runway. Landing Rwy 29 not authorized. If rolling vertical or slow landing not possible, vertical landing will be executed to approach end of rwy 36.

2. NOISE ABATEMENT - Strict compliance with following noise abatement procedures required by all transient aircraft unless controller instructions or safety of flight dictate otherwies. Use appropriate aircraft configuration, power settings and airspeeds for low noise profiles.

a. Practice approach not authorized.

b. FULL STOP LANDING ONLY.

c. Section approach not authorized.

d. Expect visual approach (Wind/Weather permitting).

e. Do not overfly the following communities below 2500' MSL:

(1) City of Coronado - East of airport

(2) Point Loma - Land mass West of airport

(3) Coronado Cays - 6.5 DME SE of airport on the coast.

(4) High-rise apartments and Hotel Del Coronado - 2.3 to 3 DME on Rwy 29 final approach, except during instrument approach.

3. RUNWAY USE PROGRAM - The following Runway Use Program is in effect for Noise Abatement (Wind/Weather permitting).

a. Land Rwy 29 - Depart Rwy 18

(1) 0700-2200L Monday-Thursday

(2) 0700-1800L Friday

(3) 1200-1600L Saturday

b. Land Rwy 36 - Depart Rwy 18 all other times, except when weather below basic VFR minima.

4. ARRIVAL RUNWAY 18 - Transient aircraft expect ILS-A or LOC-A instrument approach.

5. ARRIVAL RUNWAY 29.

a. Visual entry and landing for all aircraft as follows:

(1) Interception of extended Rwy 29 centerline North of NZY TACAN R-125 not authorized until inside 2.5 DME.

(2) Arrival from East - Cross Silver Strand Beach beyond NZY 4 DME and remain SW of NZY TACAN R-125 until inside 2.5 DME.

(3) Arrivals from West - Remain SW of NZY TACAN R-125 until inside 2.5 DME. CAUTION: Departing traffic climbing south on NZY TACAN R-175 within 7 DME.

b. Rwy 29 ASR/PAR approach:

(1) When weather is 600-2 or better, Rwy 29 ASR/PAR final approach course is OFFSET 8 degrees clockwise. At one mile from runway/toudh down (approx. NZY TACAN 2 DME) pilot proceeds visually.

6. ARRIVAL RUNWAY 36.

a. Straight-in approaches only for transient aircraft.

b. Straight-in approach preferred procedure for local aircraft and "break" only authorized when Tower sequencing required for runway separation.

c. Expect up to 30-minute delay for instrument approach due sequencing with San Diego International Airport arrivals and departures.

7. ENGINE TURN-UP RESTRICTIONS - Transient flight crew and/or maintenance personnel shall coordinate with North Island ODO, Bldg 516 next to transient line, prior to commencing any engine maintenance turn-ups. High performance turn-ups are not authorized under any circumstances on parking aprons. Pre-departure turn-ups immediately prior to takeoff are luded from limitations; however, they must be accom- hed in designated areas and prudence must be exercised to id excessive turn-up time.

MESSAGE TRAFFIC - All message traffic to NAS North nd pertaining to flight operations shall be directed to "NAS RTH ISLAND CA//30//". Request to use NAS North Island as GO field for carrier operations requires 7 days prior notice.

AIR TERMINAL - Operates H24. All passengers (except s) are required to enplane/deplane at the Air Terminal. ling of large passenger aircraft will be accomplished after all ssengers/baggage have been off-loaded.

TRANSIENT SERVICE - Ground transportation and billeting remely limited. Prior coordination required. Contact the erations Duty Officer DSN 735-8233 C619-545-8233 for billet- and transportation information.

ENCLOSURE (2)

FYI

FLIP Correction Form

Date: 5/18/94

To:
NAVAL FLIGHT INFORMATION GROUP
WASHINGTON NAVY YARD BLDG 176
901 M STREET SE
WASHINGTON DC 20374-5088

From:
Radar Air Traffic Control Facility
Operations Dept., Code 302A
Naval Air Station, North Island
San Diego, CA 92135-7035

Subj: CORRECTIONS TO FLIGHT INFORMATION PUBLICATIONS (FLIP)

	X	PLANNING		EN ROUTE		TERMINAL

SUBMIT ONLY INFORMATION TO BE ADDED, CORRECTED, OR DELETED.

REQUEST FLIP AP/1 SUPPLEMENTARY AIRPORT REMARKS for North Island NAS be changed to read:

(Para 1.b.)

"Heavy-class aircraft not authorized to land Runway 29 unless required for safety-of-flight. Land Rwy 36 (TACAN, ASR, PAR or Visual) or Rwy 18 (ILS-A or LOC-A)."

- THIS USES THE OLD VERBAGE WE HAVE USED FOR YEARS.
- "NEW" OPS MANUAL WILL REFLECT SAME WORDING AS THIS CHANGE.
- COULD BE EFFECTIVE (PUBLISHED) 21 JULY PER NAVFIGS SCHEDULE OF CUT OFF DATES.

Bill

LCPO
TWR CPO
TRAINING CPO

NAME, RANK/RATE, and TITLE	PHONE NO
W. C. Smith, GS-12, AIC Asst.	V735 4243 C (619) 545-8243

NORTH ISLAND NAS, (HALSEY FLD) CA ◇ **KNZY** N 32°41.9'N 117°12.8'W 26 UTC-8(-7DT) **H-2B, L-3C**

(B) RWY-11 L6,11—(7500x300 CON/ASP S90 T165 TT322)—L6,7,8,11,13 **RWY-29**
E-28(B) (1500') — E-28(B) (2600')
RWY-18 L6,10,13—(8000x200 CON/ASP S112 T194 ST175 TT358)—L6,10,13 **RWY-36**
E-28(B) (1850') — E-28(B) (1700')

SERVICE – **JASU** – 2(GTC-85) 2(NC-8) **FUEL** – Exp refuel delays. 100LL, J5, O-128-148-156-Rstd oil analysis avbl, prior coord rqr. W-Wkd 4 hr ntc rqr prior to 2200Z++, wkend ntc rqr prior to 2200Z++ Fri; SP PRESAIR LOX; OXRB-Exp overngt delay wkd, exp no svc wkend or hol. **TRAN ALERT** – No tran maint/ltd svc. LOX converter must be removed by aircrew. Tran aircrew must remain with acft to provide technical direc/assistance in svcg.

REMARKS – See FLIP AP/1 Supplementary Arpt Rmk. All tran pilots ck in with ODO OPS Bldg 516, upon arr. **RSTD** – PPR V735-8233 C619-545-8233 exc logistic flt advsy. **CAUTION** – Extv VFR copter opr sfc-500' vcnty arpt and sfc-2000' 8 NM SE. Lgt civ acft climb/descend thru Rwy 29 final apch crs byd 6 DME enter/dep San Diego Class B airspace VFR corridor. Avoid cntrline lgt dur Rwy 29 arrestment to prevent Tailhook bounce. Hvy veh tfc cross Twy 2N and 2E. **TFC PAT** – Use max exterior lgt blw 10,000' within 10 NM. All tran acft ltd to full stop only. Touch and go/lo apch not avbl. Tran acft section apch not auth. Reduced rwy separation std in eff USN/USMC acft. **NS ABTMT** – Strict compliance rqr with pro outlined in FLIP AP/1 Supplementary Arpt Rmk. **CSTMS/AG/IMG** – CSTMS avbl with 2 hr ntc 1600-0100Z++ Mon-Sat. Min 4 hr ntc rqr 0100-1600Z++. **MISC** – VIP/logistic flt ctc BASE OPS prior to ldg.

COMMUNICATIONS – **SFA ATIS** – 283.0 **FSS-SAN DIEGO SAN-DL-NOTAM SAN SAN DIEGO APP CON** – **(R)** RADAR advsy and sequencing to arpt tfc area avbl VFR arr O/R. **(E)** 125.15 285.2 **TWR** – **(E)** 135.1 336.4 340.2 **GND CON** – 118.0 352.4 **SAN DIEGO DEP CON** – 125.15 285.2 **BASE OPS** – 355.5 **CLNC DEL** – 128.4 356.8 **PMSV: METRO** – 344.6

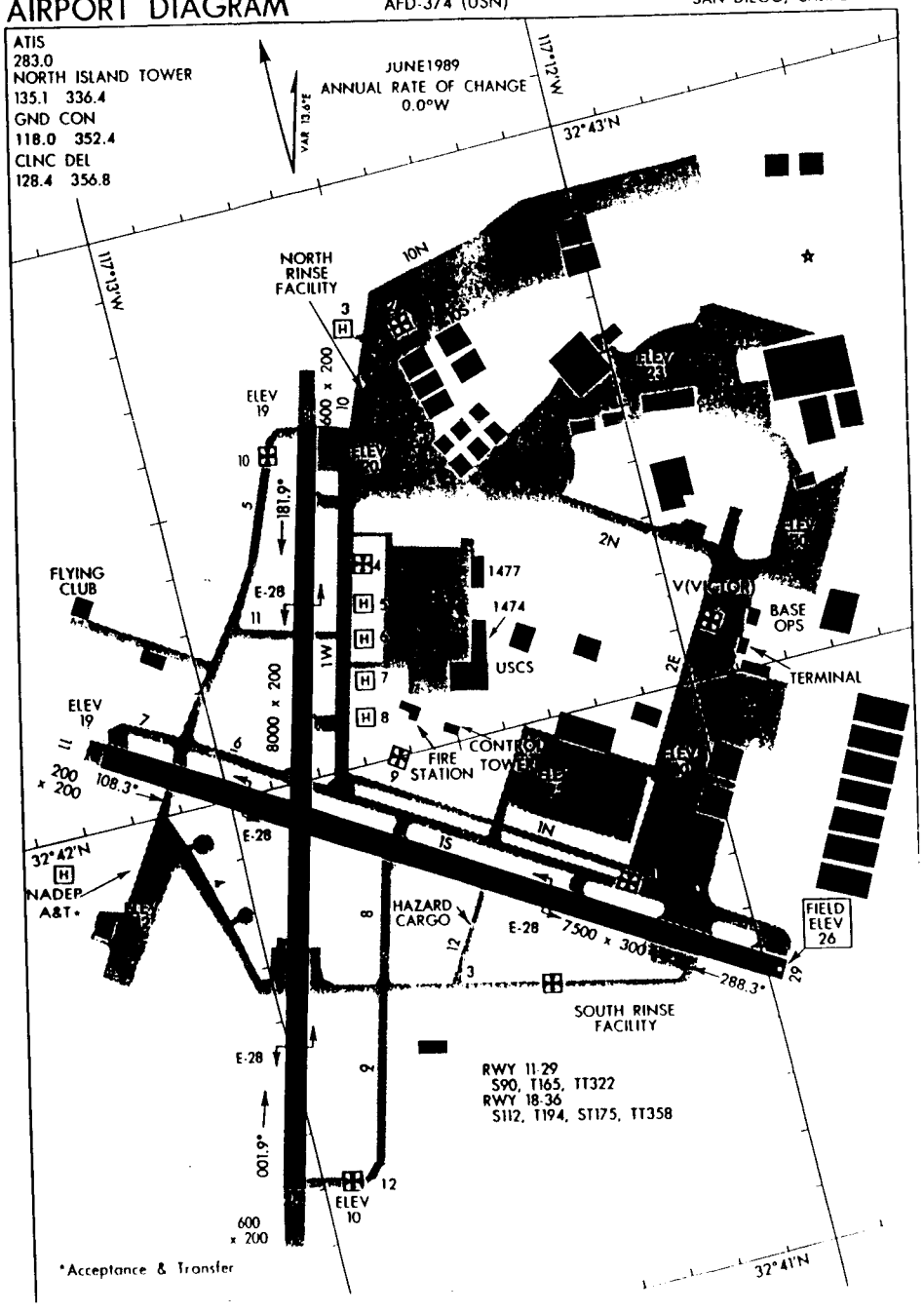
NAVAIDS – **VOT** 109.0 **TACAN** – (L) NZY CH 117 32°42.2'N 117°12.9'W At Fld. 25/14°00'E
No NOTAM MP: 1500-1700Z++ Mon.
TACAN unuse 180°-230° byd 20 NM blw 3000' 300°-340° byd 30 NM blw 3000'
230°-300° byd 15 NM blw 3000'

ILS/RADAR – ILS RADAR – SEE TERMINAL FLIP FOR RADAR MINIMA.

91122 202
AFD-374 (USN)

AIRPORT DIAGRAM

NORTH ISLAND NAS (KNZY)
SAN DIEGO, CALIFORNIA



93287

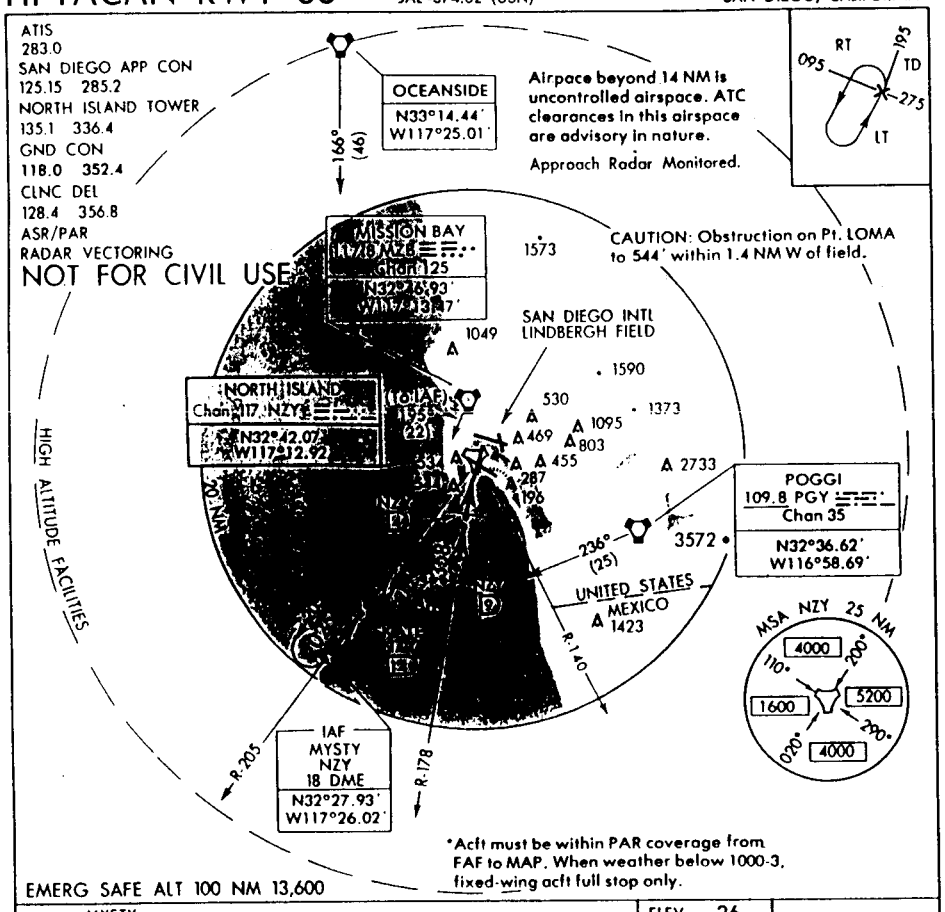
HI-TACAN RWY 36

230

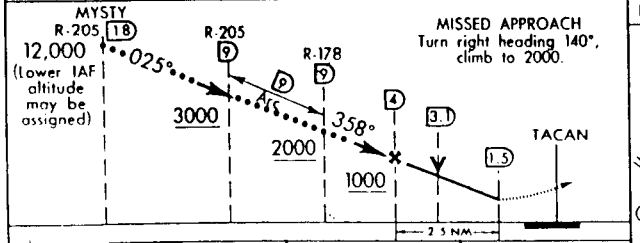
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

JAL-374.02 (USN)

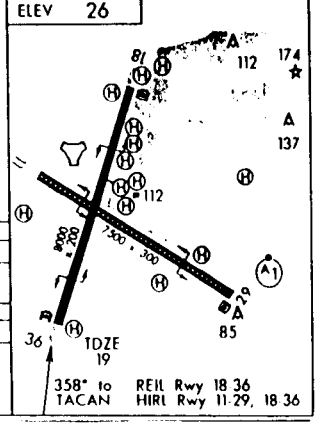
SAN DIEGO, CALIFORNIA

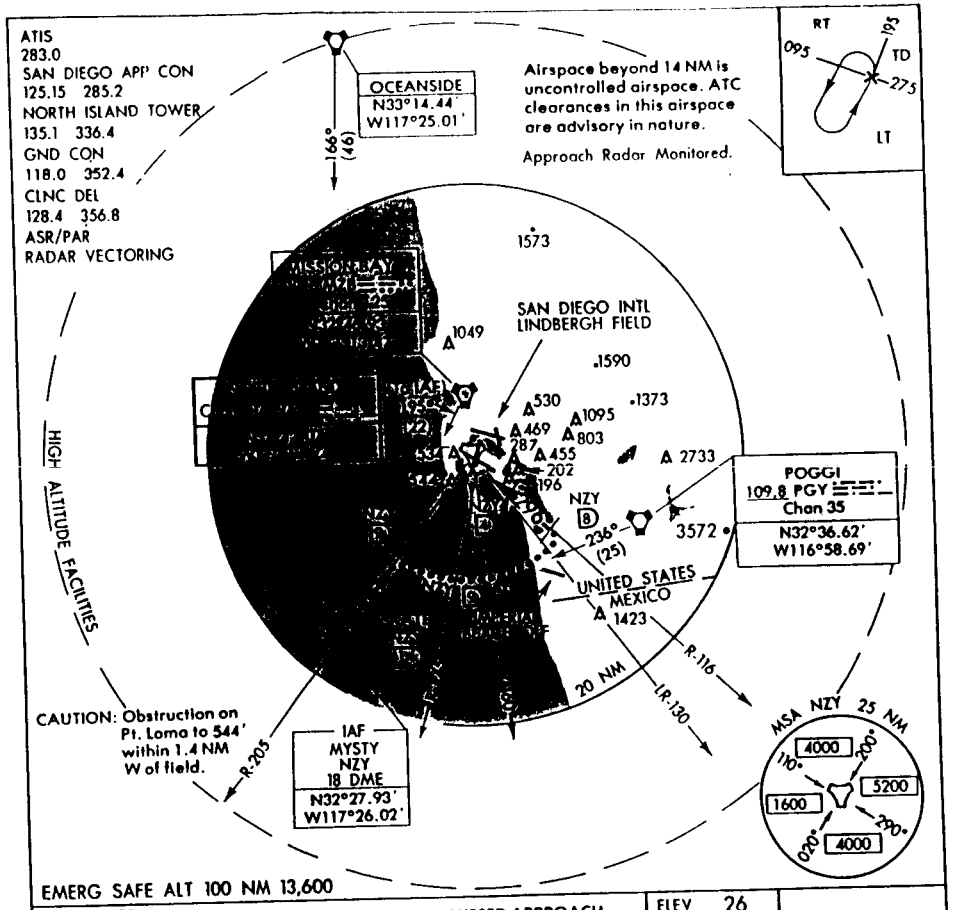


EMERG SAFE ALT 100 NM 13,600



CATEGORY	C	D	E
S 36*	800-2¼ 781 (800-2¼)	800-2½ 781 (800-2½)	800-2¾ 781 (800-2¾)
CIRCLING	NOT AUTHORIZED		
S PAR 36	219-¾ 200 (200-¾) GS 3.0°		





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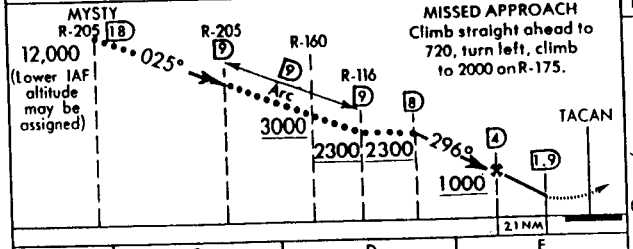
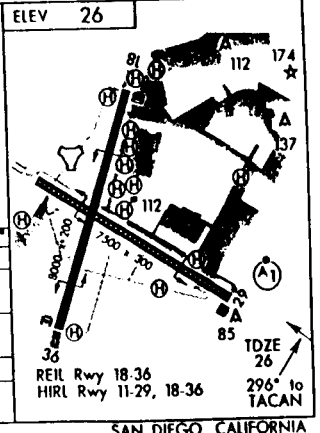


CATEGORY	C	D	E
S-29*	460/50	434	(500-1)
CIRCLING	NOT AUTHORIZED		
S-PAR 29	276/50 250 (300-1) GS 3.0°		

*When ALS Inop, Increase vis CAT C ½ mile, CAT DE ½ mile.



HI-TACAN RWY 29

32°42'N-117°13'W

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SAN DIEGO, CALIFORNIA

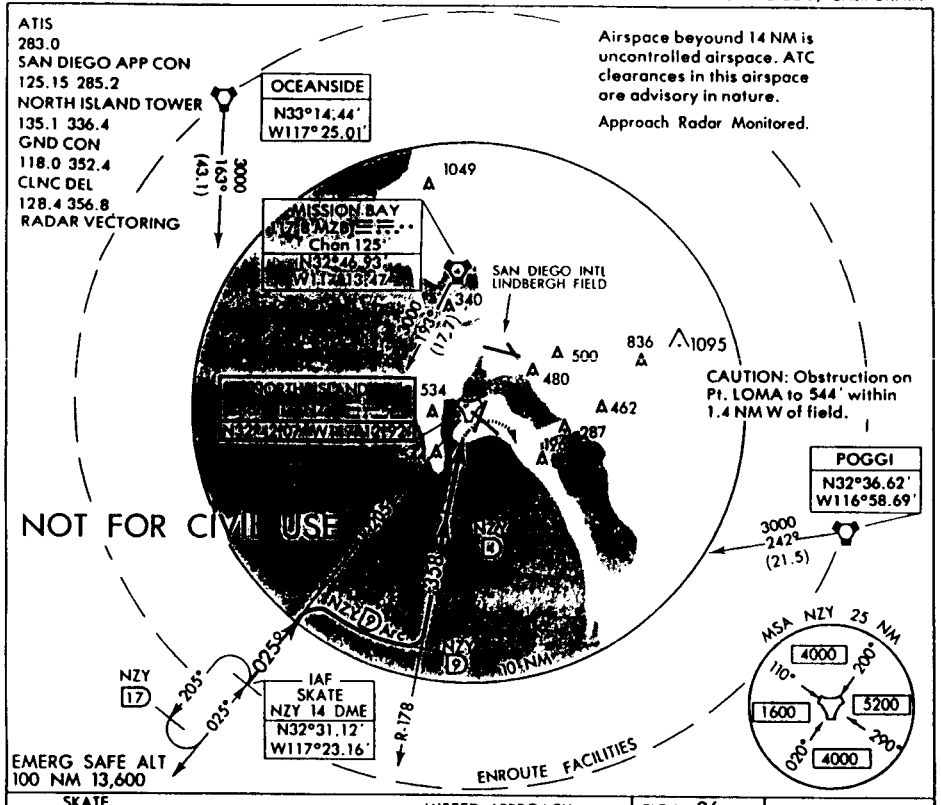
TACAN RWY 36

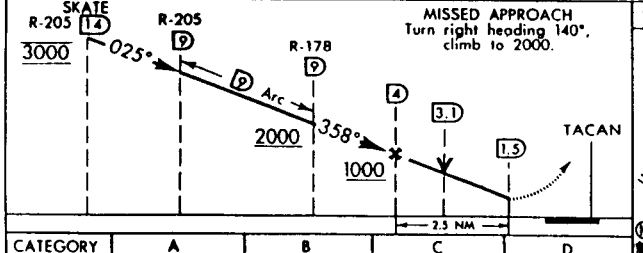
192

AL-374.04 (USN)

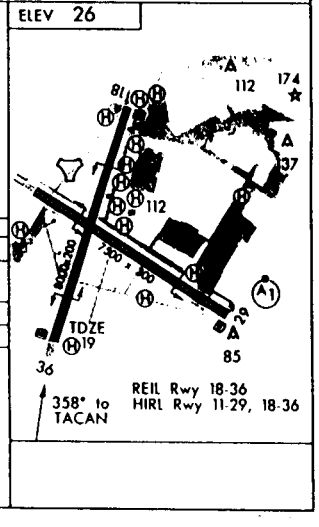
NORTH ISLAND NAS (HALSEY FIELD)(KNZY)

SAN DIEGO, CALIFORNIA





CATEGORY	A	B	C	D
S-36	800-1 781 (800-1)	800-1¼ 781 (800-1¼)	800-2¼ 781 (800-2¼)	800-2½ 781 (800-2½)
CIRCLING	NOT AUTHORIZED			
S-PAR 36	219-¾	200	(200-¾)	GS 3.0°



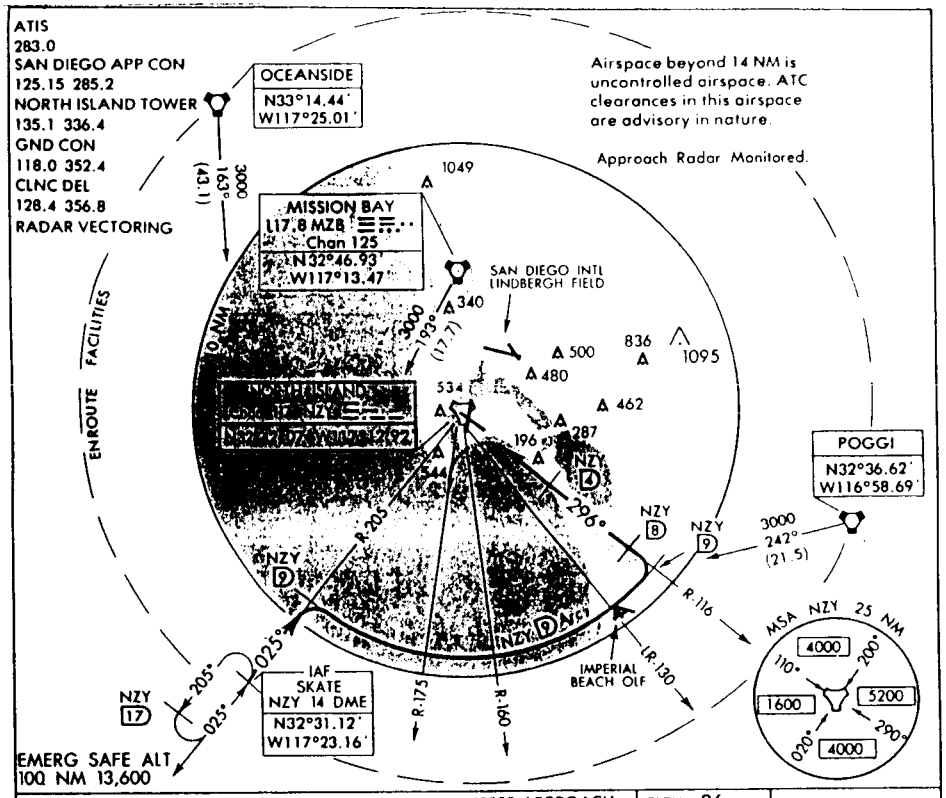
TACAN RWY 29

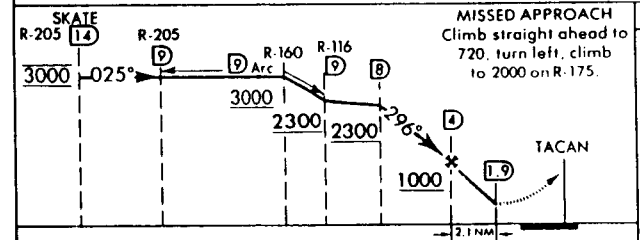
32°42'N-117°13'W

SAN DIEGO, CALIFORNIA

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

191



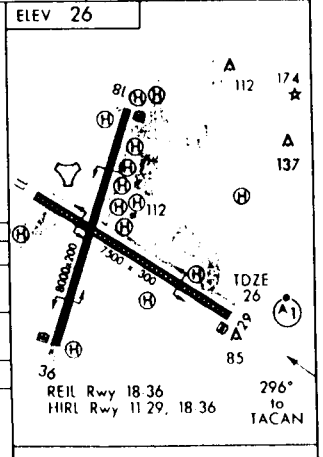


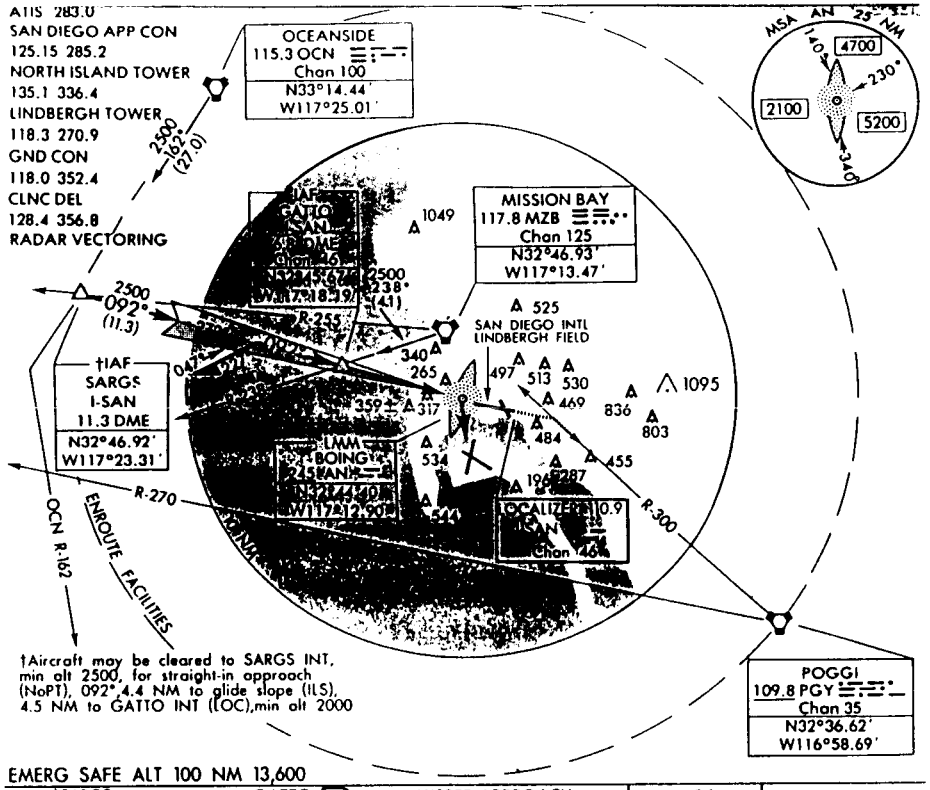
CATEGORY	A	B	C	D
S-29*	460/50	434	(500-1)	
CIRCLING**	620-2	594 (600-2)	NOT AUTHORIZED	
S-PAR 29†	276/50	250 (300-1)	GS 3.0°	

*When ALS inop, increase vis CAT C ¼ mile, CAT D ½ mile.

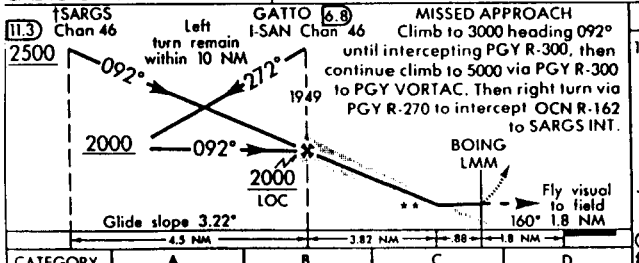
**CAUTION: Obstructions on Pt. Loma to 544' within 1.4 NM W of field. Maneuvering for circling approach not authorized W of Rwy 18-36 centerline. Circling approach authorized for Rwy 18 only. In IMC conditions use GCA if available for circling approach.

†When ceil-vis is 600-2 or better, final apch crs offset 8° cw for NS obtmt.





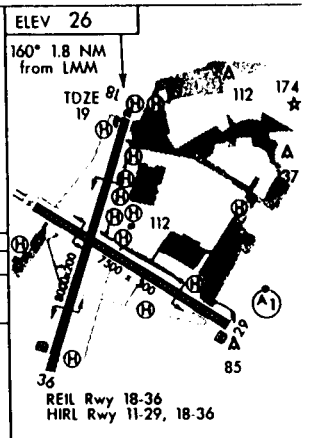
EMERG SAFE ALT 100 NM 13,600



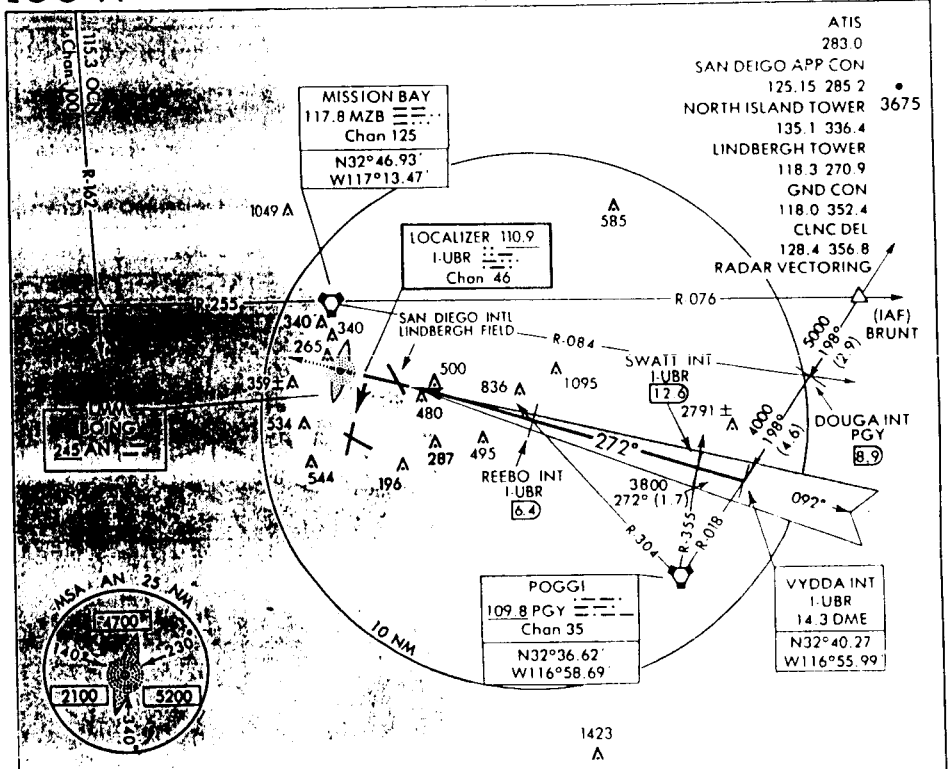
CATEGORY	A	B	C	D
CIRCLING *	900-2 874 (900-2)		900-2½ 874 (900-2½)	900-2¾ 874 (900-2¾)

* CAUTION: Obstructions on Pt. Loma to 544' within 1.4 NM W of field. Maneuvering for circling approach not authorized W of Rwy 18-36 centerline. Approach authorized for Rwy 18 or left-hand downwind approach to Rwy 29 after flying down Rwy 18.

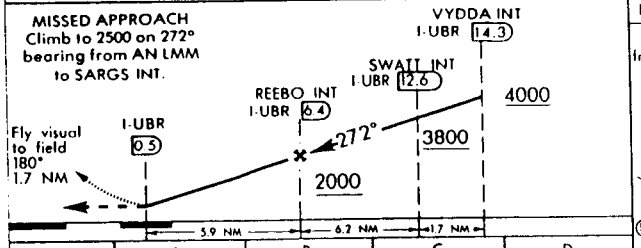
** ILS Glide Slope passes through MDA .88 NM prior to LMM (approx 3.1 DME), 3.82 NM after passing GATTO INT.



LOC–A

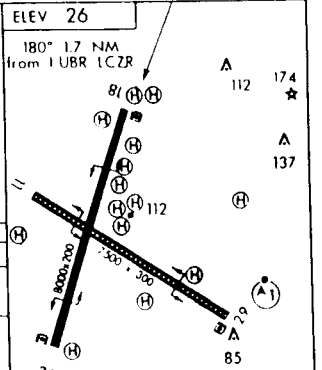


EMERG SAFE ALT 100 NM 13,600



CATEGORY	A	B	C	D
CIRCLING	900-2 874 (900-2)		900-2½ 874(900-2½)	900-2¾ 874 (900-2¾)

CAUTION: Obstructions on Pt. Loma to 544' within 1.4 NM W of field. Maneuvering for circling approach not authorized W of Rwy 18-36 centerline. Approach authorized for Rwy 18 or left-hand downwind approach to Rwy 29 after flying down Rwy 18.

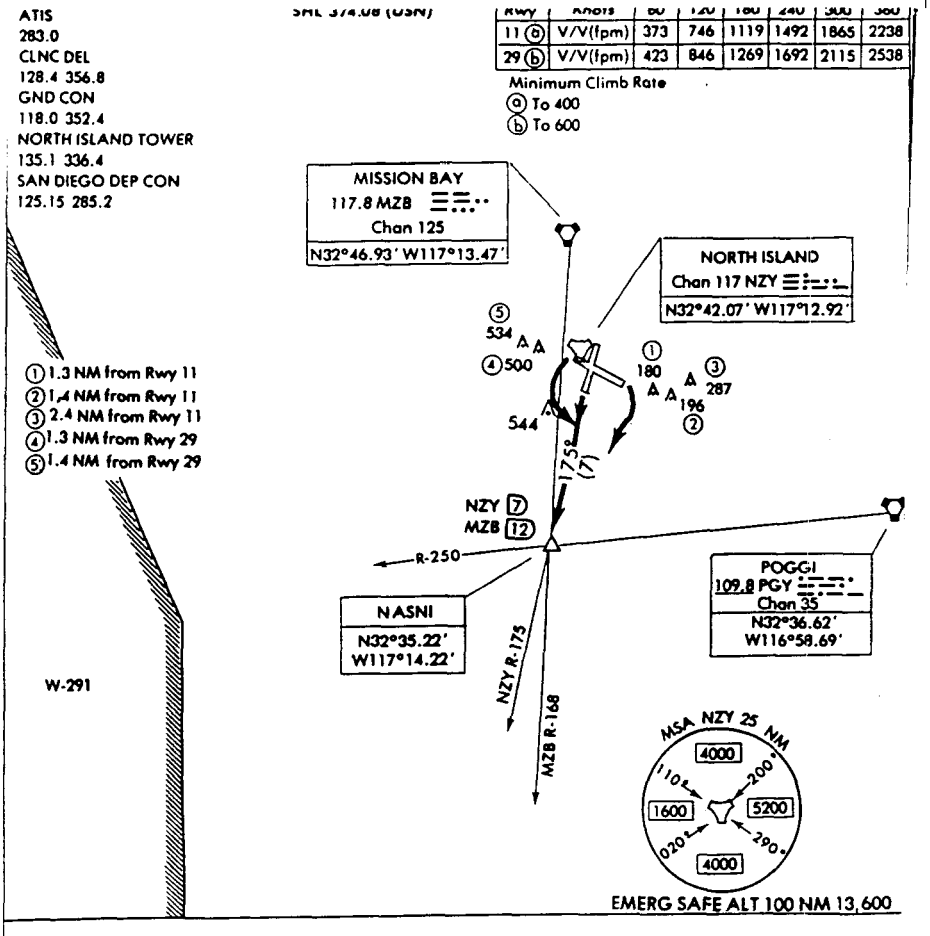


FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min-Sec	5:54	3:56	2:57	2:22	1:58

NASNI-TWO DEPARTURE 233

SAN DIEGO, CALIFORNIA
NORTH ISLAND NAS (HALSEY FIELD)

(NASNI 2•NASNI)(PILOT NAV/VECTOR S)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: *Turn right immediately after take-off.* DO NOT FLY OVER CITY OF CORONADO, fly heading 180° to NASNI fix (NZY R-175/7 DME; MZB R-168/12 DME),climb to 2000. Then.....

NOTE: Runway 11 Departure Minima, Ceiling 400, Visibility 1.

TAKE-OFF RWY 18: Fly NZY R-175/MZB R-168 to NASNI fix (NZY R-175/7 DME; MZB R-168/12 DME), climb to 2000. Then.....

TAKE-OFF RWY 29: *Turn left immediately after takeoff,* DO NOT FLY OVER POINT LOMA, remain clear of clouds until established on NZY R-175/MZB R-168, climb to 2000. Then.....

Rwy 29 500-2 auth in lieu of minimum climb rate.

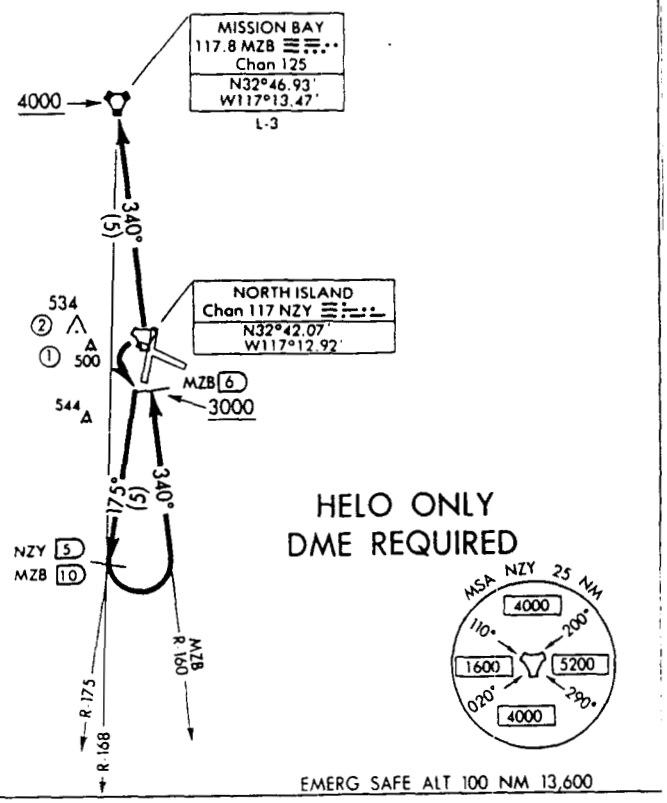
via radar vectors to first fix on filed route or W-291.

ATIS
283.0
NORTH ISLAND CLNC DEL
128.4 356.8
NORTH ISLAND GND CON
118.0 352.4
NORTH ISLAND TOWER
135.1 336.4
SAN DIEGO DEP CON
125.15 285.2

RWY	Knots	60	120	180	240	300	360
29	V/V(fpm)	423	846	1269	1692	2115	2538

Minimum Climb Rate To 600

NOTE: 500-2 auth in lieu of minimum climb rate.



① 1.3 NM from Rwy 29
② 1.4 NM from Rwy 29

EMERG SAFE ALT 100 NM 13,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 18: Fly NZY R-175/MZB R-168 to NZY 5 DME/MZB 10 DME. Turn left to join and fly MZB R-160 to MZB. Cross MZB 6 DME at or above 3000. Cross MZB at or above 4000. Then.....

TAKE-OFF RWY 29: Turn left immediately after takeoff, DO NOT FLY OVER POINT LOMA, remain clear of clouds until established on NZY R-175/MZB R-168. Turn left at NZY 5 DME/MZB 10 DME to join and fly MZB R-160 to MZB. Cross MZB 6 DME at or above 3000. Cross MZB at or above 4000. Then.....

NOTE: Runway 29 Departure Minima, Ceiling 500, Visibility 2.

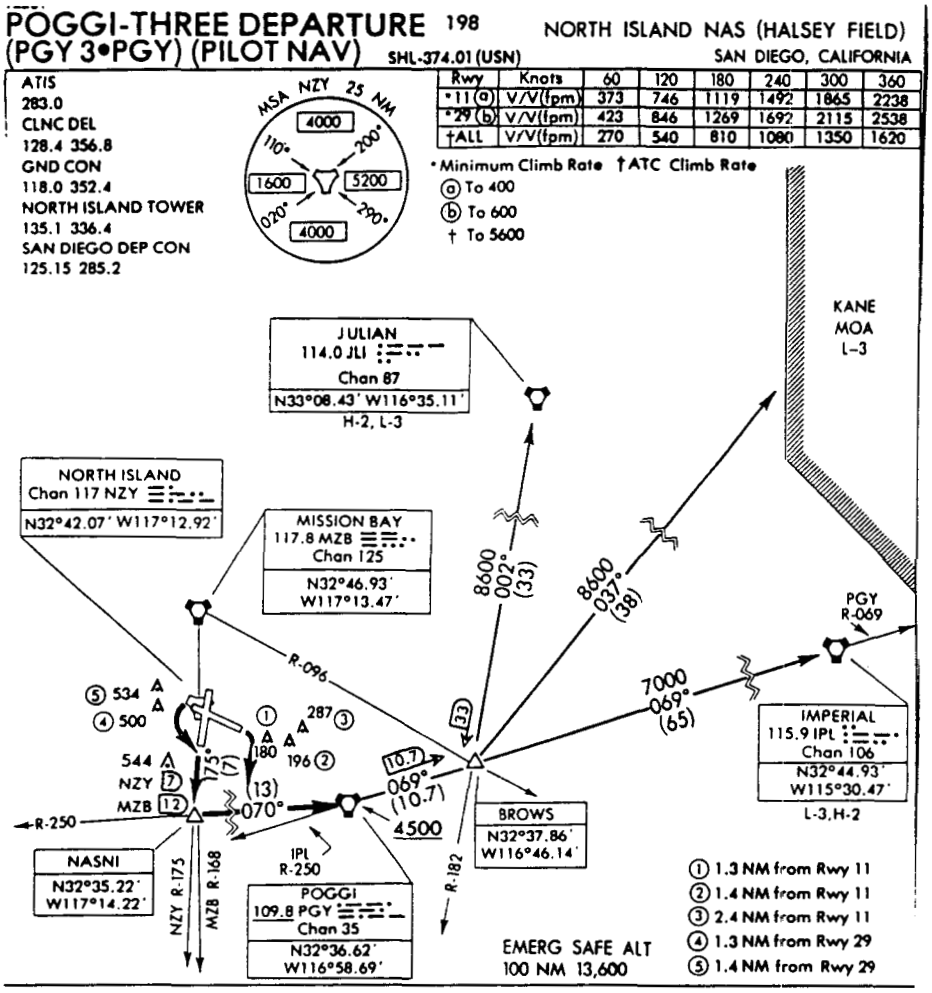
via_____(assigned route).

MISSION BAY-TWO DEPARTURE
(MZB2•MZB) (PILOT NAV)

SAN DIEGO, CALIFORNIA
NORTH ISLAND NAS (HALSEY FIELD)

POGGI-THREE DEPARTURE (PGY 3•PGY) (PILOT NAV)

198 NORTH ISLAND NAS (HALSEY FIELD)
SHL-374.01 (USN) SAN DIEGO, CALIFORNIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Turn right immediately after takeoff, DO NOT FLY OVER CITY OF CORONADO, fly heading 175°to join and fly PGY R-250 to PGY. Then. . . . . .

NOTE: Runway 11 Departure Minima, Ceiling 400, Visibility 1.

TAKE-OFF RWY 18: Fly NZY R-175/MZB R-168. Turn left at NASNI (NZY 7 DME/MZB 12 DME) to join and fly PGY R-250 to PGY. Then. . . . . .

TAKE-OFF RWY 29: Turn left immediately after takeoff, DO NOT FLY OVER POINT LOMA, remain clear of clouds until established on NZY R-175/MZB R-168. Turn left at NASNI (NZY 7 DME/MZB 12 DME) to join and fly PGY R-250 to PGY. Then. . . . . .

Rwy 29 500-2 auth in lieu of minimum climb rate.

via_____(assigned route) or_____(transition). Cross PGY at or above 4500.

IMPERIAL TRANSITION (PGY3•IPL): Via PGY R-069 and IPL R-250 to IPL.

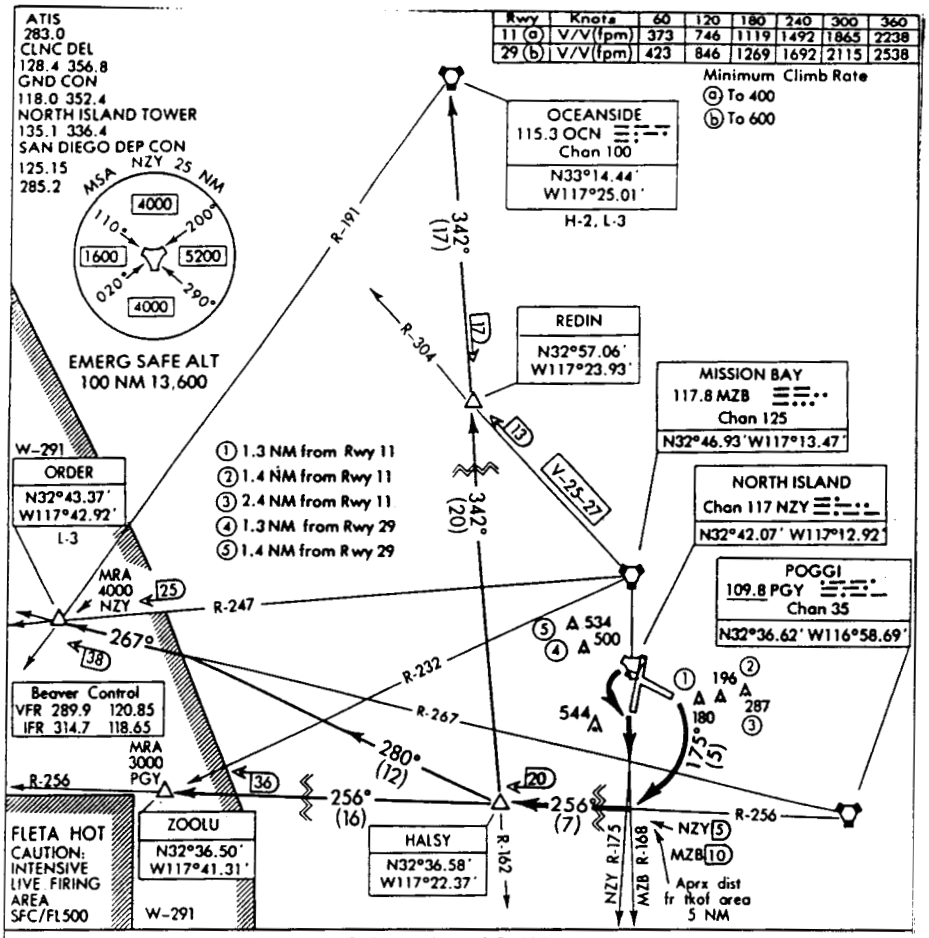
JULIAN TRANSITION (PGY3•JLI): Via PGY R-069 to BROWS, then JLI R-182 to JLI.

KANE TRANSITION (PGY3•KANE): Via PGY R-069 to BROWS, then heading 037° to KANE MOA.

CAUTION: All transitions lie within designated mountainous area.

HALSY-NINE DEPARTURE
(HALSY9•HALSY)

SAN DIEGO, CALIFORNIA
NORTH ISLAND NAS (HALSEY FIELD)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Turn right immediately after takeoff, DO NOT FLY OVER CITY OF CORONADO, fly heading 175° to join and fly PGY R-256 to HALSY. Then.....

NOTE: Rwy 11 Departure Minima, Ceiling 400, Visibility 1.

TAKE-OFF RWY 18: Fly NZY R-175/MZB R-168, turn right at NZY 5 DME/MZB 10 DME to join and fly PGY R-256 to HALSY. Then.....

TAKE-OFF RWY 29: Turn left immediately after takeoff, DO NOT FLY OVER POINT LOMA, remain clear of clouds until established on NZY R-175/MZB R-168. Turn right at NZY 5 DME/MZB 10 DME to join and fly PGY R-256 to HALSY. Then.....

Rwy 29 500-2 auth in lieu of minimum climb rate.

via_____(assigned route) or_____ (transition).

OCEANSIDE TRANSITION (HALSY 9•OCN): Via OCN R-162 to OCN.

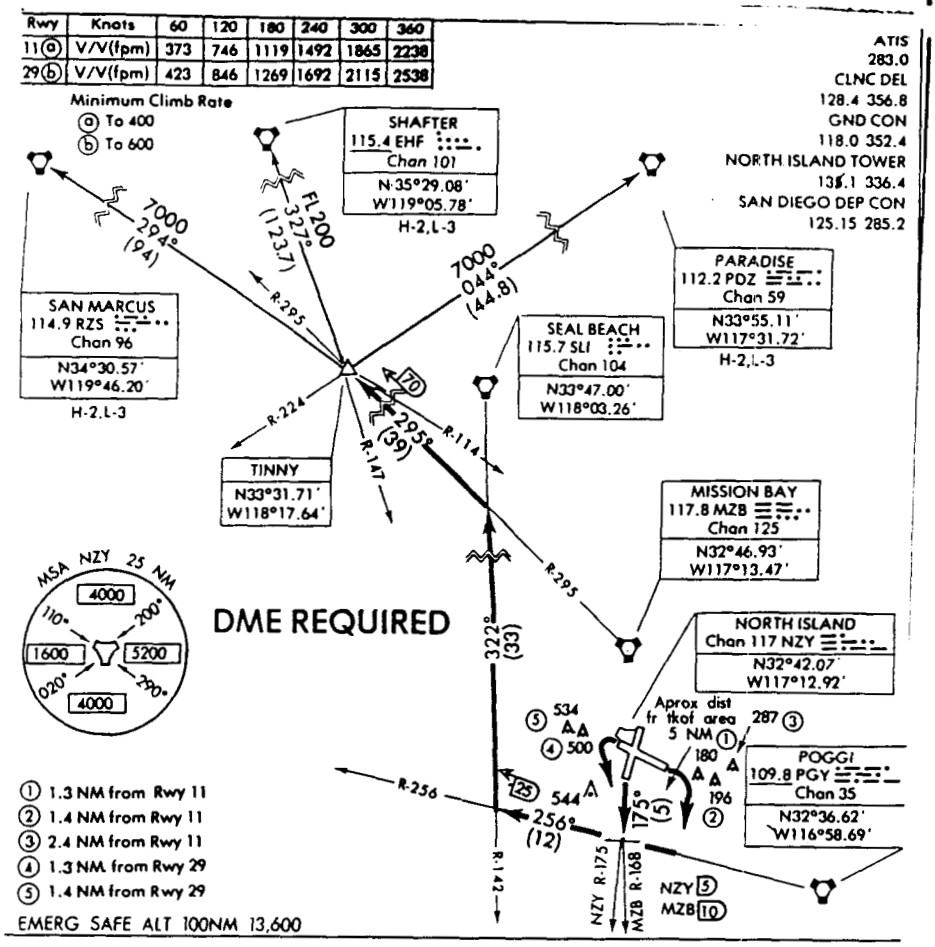
ORDER TRANSITION (HALSY9•ORDER): Via 280° heading to join and fly PGY R-267 to ORDER.

REDIN TRANSITION (HALSY 9•REDIN): Via OCN R-162 to REDIN.

ZOOLU TRANSITION (HALSY 9• ZOOLU): Via PGY R-256 to ZOOLU.

TINNY-ONE DEPARTURE (TINNY 1•TINNY) (PILOT NAV) 237

SAN DIEGO, CALIFORNIA
NORTH ISLAND NAS (HALSEY FIELD)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 11: Turn right immediately after takeoff, DO NOT FLY OVER CITY OF CORONADO, fly heading 175° and turn right to join and fly PGY R-256 outbound. Then.....
NOTE: Runway 11 Departure Minima, Ceiling 400, Visibility 1.

TAKE-OFF RWY 18: Fly NZY R-175/MZB R-168 to NZY 5 DME/MZB 10 DME, turn right to join PGY R-256 outbound. Then.....

TAKE-OFF RWY 29: Turn left immediately after takeoff, DO NOT FLY OVER POINT LOMA, remain clear of clouds until established on NZY R-175/MZB R-168 to NZY 5 DME/MZB 10 DME. Turn right to join and fly PGY R-256 outbound. Then.....

Rwy 29 500-2 auth in lieu of minimum climb rate.

.....Fly PGY R-256 to join SLI R-142 inbound to join MZB R-295 to TINNY, then via_____(assigned route) or_____(transition).

PARADISE TRANSITION(TINNY1•PDZ): Fly PDZ R-224 (44.8 NM) to PDZ.

SAN MARCUS TRANSITION(TINNY1•RZS): Fly RZS R-114 (94 NM) to RZS.

SHAFTER TRANSITION(TINNY1•EHF): Fly EHF R-147(123.7 NM) to EHF.

CAUTION: Transitions over land lie within designated mountainous area.

III. BACKGROUND

A. Location

1. NAS North Island

NAS North Island is located directly northwest of the City of Coronado, approximately two miles west of the City of San Diego and two miles southwest of San Diego International Airport (Lindbergh Field). NAS North Island is situated on a flat peninsula bounded by San Diego Bay on the north and west and the Pacific Ocean to the south. The air station ranges in elevation from 0 to 33 feet and has an average elevation of 24 feet above Mean Sea Level (MSL). Figure III-1 is an aerial photograph of the air station and its immediate surroundings.

2. Point Loma

Directly west of NAS North Island, across the entrance of San Diego Bay, lies the Point Loma peninsula. Point Loma forms a barrier which, under conditions of low ceilings and/or low visibility, constitutes a definite hazard to aircraft operations. During periods of fog, Point Loma often has a beneficial effect on ceilings at North Island. Frequently, the coastal area to the west and north of the point will be below aviation minimum visibility requirements in fog, while NAS North Island will remain on instrument or even Visual Flight Rules. The Point Loma peninsula is a significant topographic feature which directly affects aircraft flight operations at the air station. This peninsula is an area of unique topography, with slopes often greater than 50 percent and a maximum elevation of 497 feet. The average elevation ranges between 340 and 360 feet above Mean Sea Level.

ENCLOSURE (3)

B. Population in the Vicinity

San Diego County has been an area of rapid population growth over the last forty years. In 1940, the County had a population of 289,348. By 1980, the total population had increased by a factor of six to 1,861,846 persons. By the year 2,000, the County is projected to have over 2,699,200 residents. Figure III-2 describes the historical and projected population growth for San Diego County and the incorporated cities of San Diego and Coronado from 1950 through the year 1990.

The City of San Diego has closely paralleled the growth experienced by the county. In 1940, the City had a population of 202,341. By 1980, it had increased by a factor of four to 875,504. Since 1970, San Diego's growth rate has been decreasing with respect to that of the County. This trend is expected to continue as more of the County's growth occurs outside the City of San Diego. However, the actual numbers of people added per decade will remain large. By the year 2000, the City will receive approximately 265,000 new residents.

The City's community planning areas surrounding NAS North Island are expected to capture 8,636 new residents by the year 2000. This represents less than one-half of one percent of the total City's growth between 1980 and the year 2000. Table III-1 summarizes the population projections of the San Diego City Planning Department and the Coronado City Planning Department. The locations of the respective planning areas are illustrated in Figure III-3.

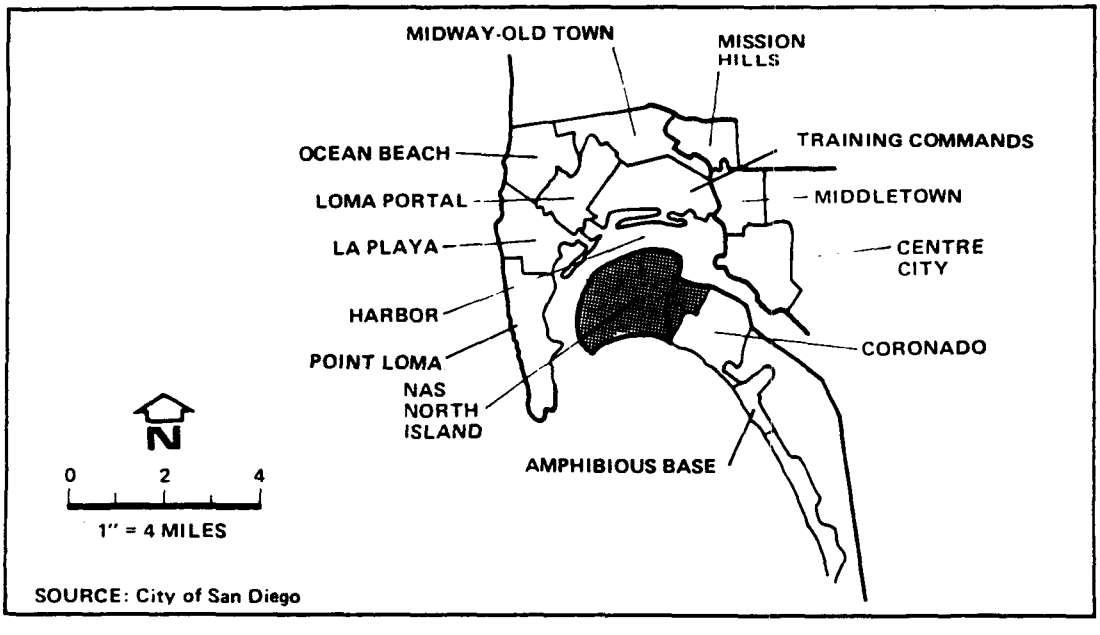
The population of the City of Coronado has more than doubled in the last 35 years. Estimates in 1940 placed the population of Coronado at 6,932 persons, while most recent estimates indicate approximately 19,000 persons reside within the city limits. An additional 4,300 persons are expected to move into Coronado by the year 2000, with most new growth expected to occur in the northeastern portion of the City.

TABLE III-1
POPULATION PROJECTIONS BY COMMUNITY 1980-2000

	1980	1990	2000
City of Coronado [1]	18,806	20,400	21,700
City of San Diego - Central [2]			
Centre City	10,393	13,200	14,500
Middletown	10,023	10,400	10,800
Mission Hills	9,193	9,800	10,400
Coastal			
La Playa	10,289	10,700	10,800
Loma Portal	12,292	12,500	12,600
Midway-Old Town	9,836	10,800	11,000
Ocean Beach	19,638	20,100	20,200
Total	81,664	87,500	90,300
Navy			
N.A.S. North Island [3]	2,909	N/A	N/A
Point Loma [2]	210	N/A	N/A
Training Commands [2]	18,123	N/A	N/A
Amphibious Base [3]	2,171	N/A	N/A
Navy Total	23,413	N/A	N/A
Area Total	123,883	N/A	N/A

1 City of Coronado - 1980 Census, revised
2 City of San Diego - 1980 Census, revised
3 County of San Diego - 1982 Population
N/A (Not Available)

FIGURE III-3
STATISTICAL AREAS, CITY OF CORONADO
AND CITY OF SAN DIEGO



SOURCE: City of San Diego

Figure III-4 illustrates the existing land use patterns in the vicinity of NAS North Island. Of most concern for AICUZ purposes are residential areas. Since most of the traffic patterns (and noise and safety considerations) occur over water, there is no significant conflict, except in the Coronado area. In general, the older areas of the city are in single-family residential, relatively low density use. The newer developments consist of multiple-family residential, medium and high density use. In order to highlight all of the higher density areas, they are shown by a single solid black symbol. Figure III-5 shows the current zoning in the base vicinity and the few changes in zoning that have occurred since the previous study. Tables III-2 and III-3 are abstracts of the City of San Diego and City of Coronado zoning ordinances (updated to 1982).

E. Proposed Land Use

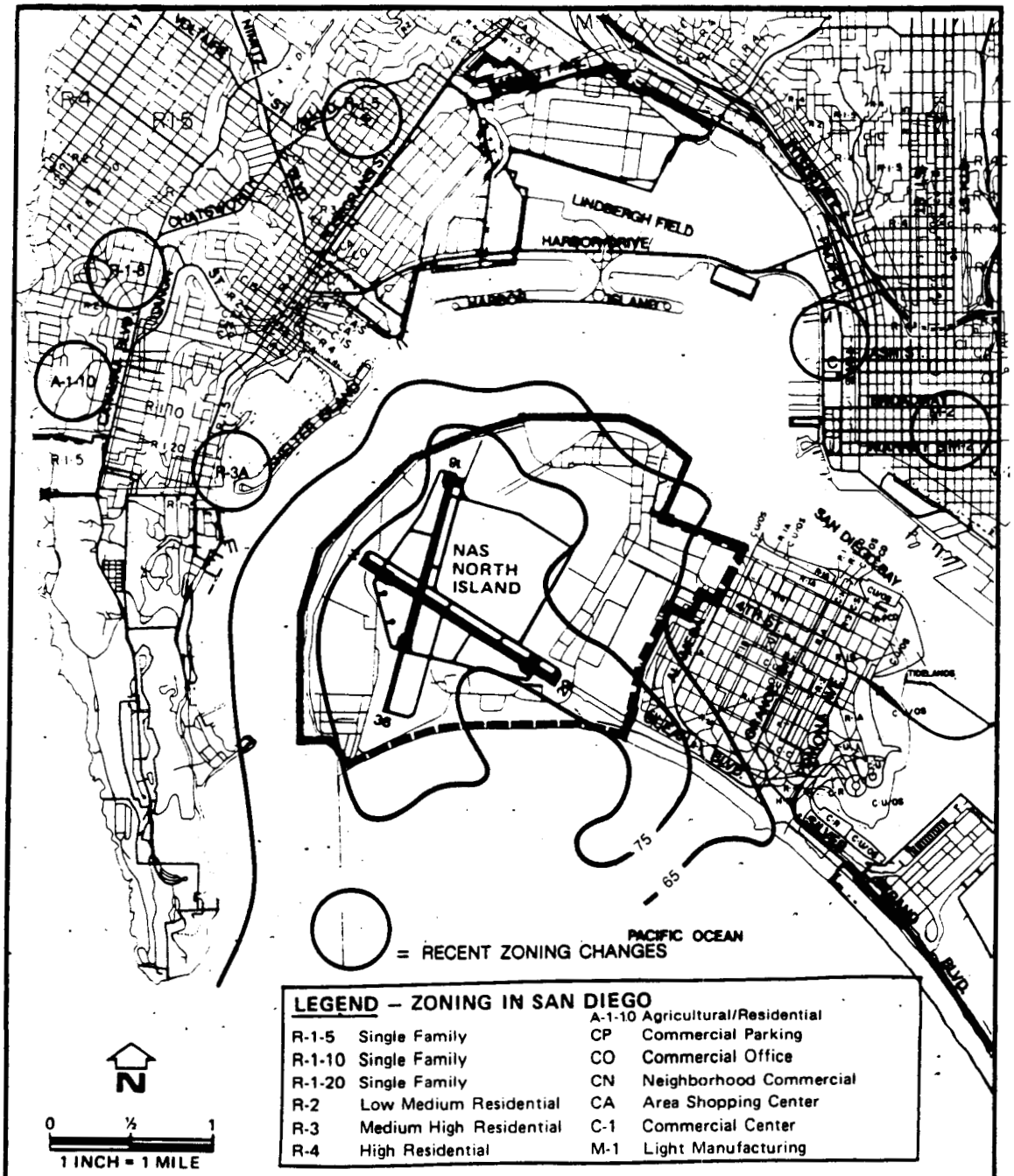
A closer examination of the development plans for both Coronado and San Diego provides a perspective of the relationship between potential community growth and noise policies.

1. Coronado General Plan

The Coronado General Plan establishes long-range land use policies and objectives for the City. Since Coronado is adjacent to NAS North Island and experiences noise from both flying aircraft and ground operation sources, its policies are particularly significant in relation to land use compatibility.

The plan has estimated future growth and initiated policies and land use controls to direct development to areas suitable to particular kinds of land uses. Growth has, in part, been a result of the area's improved access due to the completion of the Coronado-San Diego Bay Bridge.

FIGURE III-5
EXISTING ZONING – NAS NORTH ISLAND VICINITY



LEGEND – ZONING IN SAN DIEGO

R-1-5	Single Family	A-1-10	Agricultural/Residential
R-1-10	Single Family	CP	Commercial Parking
R-1-20	Single Family	CO	Commercial Office
R-2	Low Medium Residential	CN	Neighborhood Commercial
R-3	Medium High Residential	CA	Area Shopping Center
R-4	High Residential	C-1	Commercial Center
		M-1	Light Manufacturing

LEGEND – ZONING IN CORONADO

R-1A	Single Family 8DU/ACRE	R-5	Multi-Family 47DU/ACRE	S-H	Scenic Highway Modifying Zone	C-N	Neighborhood Commercial
R-1B	Single Family 12DU/ACRE	C-U	Civic Use	PCD	Planned Community Development	C-R	Commercial Recreation
R-3	Multi-Family 31DU/ACRE	OS	Open Space	C-C	Central Commercial	C-S	Commercial Service
R-4	Multi-Family 40DU/ACRE	R-PCD	Residential Planned Community Development	P-1	Automobile Parking	H-M	Hotel-Motel

AIR INSTALLATIONS COMPATIBLE USE ZONES STUDY, NAS NORTH ISLAND
WESTERN DIVISION NAVAL FACILITIES ENGINEERING COMMAND

TABLE III-3
LAND USES PERMITTED IN ZONING CATEGORIES
CITY OF CORONADO

ZONING CATEGORY	LAND USES PERMITTED												DEVELOPMENT RESTRICTION IN ZONING CATEGORIES			
	Single-Family Residence	Two Single-Family or One Two-Family Res.	Multi-Family, Apartments	Rooming, Boarding Houses	Lodge Halls	Professional Offices	Specified Small Retail Shops	Complete Retail, Bars, Hotels, Used Cars	Light Manufacture, Lumber, Welding	Heavy Manufacture, Autos, Foundries	Crops, Cattle	Government Properties	Building Height (Feet/Stories)	Minimum Lot Area (Sq.Ft.)	Dwelling Units Per Acre	Maximum Lot Coverage (Interior)
R-1A Single Family 8DU/ACRE	●												25/2	5250	8	50%
R-1B Single Family 12DU/ACRE	●	●											25/2	3500	12	50%
R-3 Multi-Family 31DU/ACRE	●	●	●										30/2	3500	31	60%
R-4 Multi-Family 51DU/ACRE	●	●	●			●							40/3	3500	51	60%
R-5 Multi-Family 47DU/ACRE			●										150/		47	33%
C-C Central Commercial						●	●	●					40/3			
P-I Automobile Parking	●	●	●										30/2			
C-N Neighborhood Commercial							●	▲					40/3			
C-R Commercial Recreation					●		●	●								
C-S Commercial Service							●	▲	●							
H-M Hotel - Motel					●		●	●				▲	40/3			
C-U Civic Use												●				
OS Open Space																
R-PCD Residential Planned Community Development	◆	◆	◆	◆			◆									
S-H Scenic Highway Modifying Zone	◆	◆				◆	◆	◆								
PCD Planned Community Development	▲	▲	▲	▲	▲	▲	▲	▲								

● Permitted Use

▲ Use Permitted Depending On Approval Of Precise Plans By City

◆ Use Permitted If Also Zoned For Specific Land Use Zone Permitting This Use

SOURCE: City of Coronado Zoning Ordinance

This table is not a legal definition of zones and is intended only as a guide to complete definitions found in the city zoning ordinance.

land uses envisioned are retail, service, office, hotel, and residential.

The major objectives of the 1982 redevelopment plan are to stimulate growth in the Centre City by expanding downtown residential opportunities, promoting general business growth, and redirecting urban development from the perimeter of San Diego into the core area where community facilities and services presently exist. The plan constitutes a pivotal step in the effort to redevelop the downtown into a viable central area.

3. City of San Diego, Peninsula Community Plan

The Peninsula community is located on the western edge of the City of San Diego. It contains the neighborhoods of Point Loma, Loma Portal, Roseville, La Playa and Shelter Island. The community is bounded by the Pacific Ocean and Ocean Beach area on the west, the Midway community and the San Diego River Channel on the north, the Naval Training Center, Port District tidelands and San Diego Bay on the east, and the Point Loma Naval Complex on the south. The plan constitutes a cooperative effort between the City of San Diego Planning Department, the California Coastal Commission, and a citizens committee known as Peninsulans, Inc.

The main goal of the plan is to preserve the area's existing low-density residential character. It is, however, envisioned that some future residential development will take place in the form of higher density, multi-family units. These will generally be located in the northern and northwestern sectors of the Peninsula, within the West Point Loma/Voltaire neighborhoods. In addition, a segment of the La Playa area, adjacent to the bay and the Point Loma military reservation, is proposed for high-density development.

Commercial developments in the Roseville neighborhood attract business from a broad market area. Because of this area's success, the plan has recommended an expansion of commercial activity in order to better capitalize on the market area.

recommended along the shoreline to provide for continuous pedestrian access. Other recommendations include the continued development of the "G" Street Mole as a major facility for the Embarcadero's commercial fishing industry and to support the already proposed Fifth Avenue Marina.

The Coronado Planning District includes a total area of 162 acres of tidelands and 103 acres of submerged tidelands. Long-term use commitments, such as the golf course, absorb a significant portion of the area. The remaining area consists of 52.76 acres of tidelands and 37.62 acres of submerged tidelands. An agreement has been reached with the City of Coronado which provides the basis for a plan that divides the 52.76-acre area into equal allocations for commercial development, park, and recreational uses. Redevelopment proposals encourage the expansion of marine sale and service activities in the Orange Avenue area. The Second Street shoreline is under consideration for a major convention center. Such a concept may include a 300-unit hotel, a restaurant, shops, personal services, and entertainment facilities. In addition, a tidelands park is planned for a 22-acre site north of the Bay Bridge Toll Plaza.

F. Economic Aspects

1. Economy of the Area

The economy of San Diego County is dependent on manufacturing, the military, tourism and agriculture, in rank order of contribution. These are considered "basic industries" which bring new money into the county. These monies are then spent for goods, services, and taxes, thus generating thousands of jobs for San Diego residents.

Manufacturing is the major basic activity of considerable impact to the economy of San Diego County. In 1981, 106,300 persons were engaged in some form of manufacturing activity. The manufacture of electrical (electronic) machinery is the prime manufacturing activity in the county. In 1980, it displaced aircraft manufacturing as the primary

BRAC-95 CERTIFICATION DATA CALL THIRTY EIGHT

NAS NORTH ISLAND

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

MAJOR CLAIMANT LEVEL

J. R. FITZGERALD
NAME (Please type or print)

Signature

Commander In Chief
Title (Acting)

18 JUL 94
Date

U. S. Pacific Fleet
Activity

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

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

W. A. EARNER

NAME (Please type or print)

Signature

Title

7/27/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

J. R. JARRELL, CAPT, USN
NAME (Please type or print)

COMMANDING OFFICER
Title

NAVAL AIR STATION, NORTH ISLAND
Activity

Signature

31 May 94
Date

* **Data Call 38 - Military Value Analysis Data Call**
Naval Air Station North Island

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

NEXT ECHELON LEVEL (if applicable)

VADM Robert J. Spane, USN ____ _____
NAME (Please type or print) Signature

Commander _____ 12 June 1994 _____
Title Date

COMNAVAIRPAC _____
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

R

BRAC-95 CERTIFICATION

DATA CALL THIRTY EIGHT

NAS NORTH ISLAND

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME

Signature

Commander In Chief
Title

17 December 1994
Date

U. S. Pacific Fleet
Activity

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

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

W. A. EARNER
NAME (Please type or print)

Signature

Title

1/11/95
Date

JR

DATA CALL #38

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

J. R. JARRELL, CAPT, USN
NAME (Please type or print)

COMMANDING OFFICER
Title

NAVAL AIR STATION, NORTH ISLAND
Activity

Signature

3 Nov 94
Date

12

BRAC-95 CERTIFICATION
DATA CALL 38
Addendum
NAS North Island UIC 00246

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

NEXT ECHELON LEVEL

_CAPT James E. Eckart, USN___
NAME (Please type or print)

Signature

_Acting_____
Title

_16 November 1994_____
Date

Commander Naval Air Force, U.S. Pacific Fleet
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

12

BRAC-95 CERTIFICATION DATA CALL THIRTY-EIGHT

NAS North Island

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME (Please type or print)

Signature

Commander in Chief
Title

11 JAN 95
Date

U. S. Pacific Fleet
Activity

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

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

W. A. EARNER
NAME (Please type or print)

Signature

Title

1/24/95
Date

DATA CALL #38
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.

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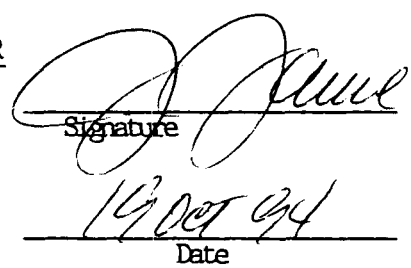
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

J. R. JARRELL, CAPT, USN
NAME (Please type or print)

COMMANDING OFFICER
Title

NAVAL AIR STATION NORTH ISLAND
Activity


Signature

14 Oct 94
Date

BRAC-95 CERTIFICATION

DATA CALL 38
Audit Changes
NAS North Island UIC 00246

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

NEXT ECHELON LEVEL

_VADM Robert J. Spane, USN___ _____
NAME (Please type or print) Signature

_Commander_____ _20 October 1994_____
Title Date

Commader Naval Air Force, U.S. Pacific Fleet
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

Naval Station Capacity Analysis Data Call UIC: 00246

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE INDOOR SQUARE FOOTAGE REQUIREMENT FOR COMTHIRDFLT)

9405

CNAP Changed

Change N1-CPF MAY 94

Table 9.1

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
COMCARGRU 7 /09724	57	57	57	57	57	7128-ADMIN; 570-STORAGE *	N/A	40' BARGE
COMCARGRU 1 /09721	59	59	59	59	59	7280	250	BOAT DOCK
COMTHRDFLT/ 57087	143	143	143	143	143	17,150 R	N/A	N/A
COMCARGRU 3 **09722**	0	**0**	57	57	57	**7200**	**N/A**	**N/A**

R

NOTE:

* 7128 SQ FT - BLDG. 245E - STAFF ADMIN SPACES - CODE 61010
570 SQ FT - BLDG. 40 - STAFF STORAGE AREA - CODE 61077

5 R (28 OCT 94)

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

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE -
(SEE NUMBER OF AIRCRAFT FOR HSL 84 - SH2G AND SH60B)

Table 37.1

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VR 57	3	C9B	4	4	4	4	4
HSL 84	8	SH2G	8	8	8	-	-
HSL 84	-	SH60B	-	-	-	5	5
HS 85	5	SH3H	4	4	4	4	4
HS 85	2	UH3H	4	4	4	4	4
VP 65	2	P-3 C MOD	*	*	*	*	*
VP 69	1	P-3 C U III	**	**	**	**	**
VP 94	1	P-3 C	***	***	***	***	***

R

NOTES:

* = 2 PLANE - 2 WEEK DETACHMENTS - 4/YEAR
** = 1 PLANE - 2 WEEK DETACHMENTS - 4/YEAR
*** = 1 PLANE - 2 WEEK DETACHMENTS - 1/YEAR

95 R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

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

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE PIER B AND PIER FPC INFORMATION)

CNAP Changed 9405

Table 12.1

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
J	**Y**	8,000A SINGLE MOUND	**120 PSI 1500 CFM**	**1500 GPM**	1,209,600	432,000	120/NO	NONE
K	**Y**	8,000A SINGLE MOUND	**120 PSI 1500 CFM**	**1500 GPM**	1,209,600	432,000	120/NO	NONE
L	**Y**	9,600 AMPS	**120 PSI 12,000 CFM**	**1500 GPM**	576,000	288,000	120/NO	NONE
M	**Y**	4,800 AMPS	**120 PSI 12,000 CFM**	**1500 GPM**	576,000	144,000	120/NO	NONE
N	**Y**	4,800 AMPS	**120 PSI 12,000 CFM**	**1500 GPM**	576,000	144,000	120/NO	NONE
O	**N**	4,800 AMPS	**120 PSI 12,000 CFM**	**1500 GPM**	576,000	144,000	120/NO	NONE
P	**N**	4,800 AMPS	**120 PSI 12,000 CFM**	**1500 GPM**	576,000	144,000	120/NO	NONE
B	**Y**	**0 KVA**	**NONE**	**NONE**	**NONE**	**NONE**	**NONE**	NONE R
FPC	**N**	NONE	NONE	NONE	NONE	NONE	NONE	SINGLE FLOAT CAMELS

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

31. Ordnance Stowage and Support

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

REVISED 26 SEPTEMBER 1994 - PER NAVAL AUDIT SERVICE

TABLE 31.1: **Total Facility Ordnance Stowage Summary**

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS (response provided in LBS not TONS)	SQ FT
528	1,000	3%	1,000	3%	30,000	1,000
529	27,000	90%	30,000	100%	30,000	1,000
532	30,000	100%	30,000	100%	30,000	1,000
547	15,000	100%	30,000	100%	30,000	1,000
714	30,000	100%	30,000	100%	30,000	1,500
715	30,000	100%	30,000	100%	30,000	1,500
716	30,000	100%	30,000	100%	30,000	1,500
717	15,000	50%	22,500	75%	30,000	1,500
745	0	90%	0	100%	0	10,000
746	0	40%	0	60%	0	7,000
756	0	50%	0	75%	0	1,250
757	15,000	50%	22,500	75%	30,000	1,250
758	0	80%	0	100%	0	1,250
759	7,500	25%	15,000	50%	30,000	1,250
760	0	75%	0	90%	0	1,250
1404	24,000	80%	30,000	100%	30,000	1,250
1405	27,000	90%	30,000	100%	30,000	1,250
1406	23,750	95%	25,000	100%	25,000	1,250
1407	11,250	75%	12,750	85%	15,000	1,250

81R (28OCT94)

Naval Station Capacity Analysis Data Call UIC: 00246

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS (response provided in LBS not TONS)	SQ FT
1408	18,000	60%	22,500	75%	30,000	1,250
1409	18,000	60%	22,500	75%	30,000	1,250
1410	16,500	55%	22,500	75%	30,000	1,250
1411	22,500	75%	30,000	100%	30,000	1,250
1412	9,000	30%	15,000	50%	30,000	1,250
1413	22,500	75%	30,000	100%	30,000	1,250
1414	27,000	90%	20,000	100%	20,000	1,250
1415	22,500	75%	30,000	100%	30,000	1,250
1416	25,500	85%	30,000	100%	30,000	1,250
1417	25,500	85%	30,000	100%	30,000	1,250
1418	30,000	100%	30,000	100%	30,000	1,250
1419	24,000	80%	30,000	100%	30,000	1,250
1421	15,000	50%	22,500	75%	30,000	1,250
1422	9,000	45%	15,000	75%	20,000	1,250
1437	27,000	90%	30,000	100%	30,000	1,250
1438	27,000	90%	30,000	100%	30,000	1,250
1439	27,000	90%	30,000	100%	30,000	1,250
1490	27,000	90%	30,000	100%	30,000	4,700
1491	22,500	75%	30,000	100%	30,000	4,700
1492	22,500	75%	27,000	90%	30,000	4,700
740	3,000	100%	3000	100%	3,000	2000
741	700	100%	700	100%	700	1250
755	1,200	40%	1,800	60%	3,000	7000
1423	1,000	50%	1,500	75%	2,000	1,500
1424	1,000	50%	1,500	75%	2,000	1,500
1425	1,000	50%	1,500	75%	2,000	1,500
1426	2,000	100%	2,000	100%	2,000	1,500
1427	2,000	100%	2,000	100%	700	1,500

Naval Station Capacity Analysis Data Call UIC: 00246

1428	2,000	100%	2,000	100%	2,000	1,500
1429	1,000	50%	1,500	75%	2,000	1,500
1430	2,000	100%	2,000	100%	2,000	1,500
1431	2,000	100%	2,000	100%	2,000	1,500
1432	2,000	100%	2,000	100%	2,000	1,500
1433	1,000	50%	1,500	75%	2,000	1,500
1434	1,500	100%	1,500	100%	1,500	1,500
1435	1,500	100%	1,500	100%	1,500	1,500
1436	1,500	100%	1,500	100%	1,500	1,500
1441	1,000	50%	1,500	75%	2,000	1,500
1442	2,000	100%	2,000	100%	2,000	1,500
1443	2,000	100%	2,000	100%	2,000	1,500
1444	2,000	100%	2,000	100%	2,000	1,500
1447	1,000	50%	1,500	75%	2,000	1,500
1448	3,000	100%	3,000	100%	3,000	1,500
1449	3,000	100%	3,000	100%	3,000	1,500
1452	3,000	100%	3,000	100%	3,000	1,500
1453	1,000	50%	1,500	75%	3,000	1,500
1486	20,000	100%	20,000	100%	20,000	1,500

NOTES:

* = NAS NORTH ISLAND WEAPONS REPORTS TO NAVSEA SPACE UTILIZATION AND STORAGE OF EXPLOSIVES/INERT AMMUNITION REPORT IN PERCENTAGE OF TOTAL SQUARE FEET (SQ. FT) UTILIZED, NOT IN TONS.

Naval Station Capacity Analysis Data Call UIC: 00246

31.b For each Stowage facility identified in question 31.a above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

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

REVISED 26 SEPTEMBER 1994 - (RESPONSE HAS BEEN AMENDED AND IS PROVIDED AS REPLACEMENT TO PREVIOUS SUBMISSION)

Table 31.2: **Total Facility Ordnance Stowage Summary**

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
528, 529, 532; E/CSI	AMMUNITION AND EXPLOSIVES	DEEP STOW, (WAR RESERVE) R/S/S/I	AMMUNITION AND EXPLOSIVES
547; E/CNSI	AMMUNITION AND EXPLOSIVES	DEEP STOW, (WAR RESERVE) R/S/S/I	AMMUNITION AND EXPLOSIVES
714 THRU 717; E/CSI	AMMUNITION AND EXPLOSIVES	DEEP STOW, (WAR RESERVE) R/S/S/I	AMMUNITION AND EXPLOSIVES
756 THRU 760; E/CSI	AMMUNITION AND EXPLOSIVES	DEEP STOW, (WAR RESERVE) R/S/S/I	AMMUNITION AND EXPLOSIVES
1404 THRU 1419; E/CSI	AMMUNITION AND EXPLOSIVES	DEEP STOW, (WAR RESERVE) R/S/S/I	AMMUNITION AND EXPLOSIVES
1421, 1422; E/CSI	AMMUNITION AND EXPLOSIVES	DEEP STOW, (WAR RESERVE) R/S/S/I	AMMUNITION AND EXPLOSIVES

1437 THRU 1439; E/CSO	AMMUNITION AND EXPLOSIVES	DEEP STOW, (WAR RESERVE) R/S/S/I	AMMUNITION AND EXPLOSIVES
1490 THRU 1492; E/CSB	AMMUNITION AND EXPLOSIVES	DEEP STOW, (WAR RESERVE) R/S/S/I	AMMUNITION AND EXPLOSIVES
745, 746, 765; A/GWH	INERT HANDLING, FLEET SUPPORT EQUIPMENT	SUPPORT OF FLEET/STATION OPERATIONS	INERT HANDLING, SUPPORT EQUIPMENT

NNOTES: (A) - E/CSI = EARTH COVERED, STANDARD IGLOO
- E/CNSI= EARTH COVERED, NON-STANDARD IGLOO
- E/CSB = EARTH COVERED STANDARD BOX
- A/GWH = ABOVE GROUND WAREHOUSE

(B) See classified supplement to this paragraph for information on additional structures.

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

REVISED 26 SEPTEMBER 1994 - (RESPONSE HAS BEEN AMENDED AND IS PROVIDED AS REPLACEMENT TO PREVIOUS SUBMISSION)

Table 31.3: **Facility Rated Status**

Facility Number/Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
528	1.1	1000	YES	NO	N/A
529	1.1	30000	YES	NO	N/A
532	1.1	30000	YES	NO	N/A
547	1.1	30000	YES	NO	N/A
714	1.3	30000	YES	NO	N/A
715	1.3	30000	YES	NO	N/A
716	1.3	30000	YES	NO	N/A
717	1.3	30000	YES	NO	N/A
745	N/A	0	YES	NO	N/A
746-A	N/A	0	YES	NO	N/A
746-C	N/A	0	YES	NO	N/A
756	N/A	0	YES	NO	N/A
757	N/A	30000	YES	NO	N/A
758	1.4	PHYS CAP	YES	NO	N/A
759	N/A	30000	YES	NO	N/A
760	N/A	0	YES	NO	N/A
1404	1.1	1000	YES	NO	N/A
1405	1.4	30000	YES	NO	N/A
1406	1.4	15000	YES	NO	N/A
1407	1.4	10000	YES	NO	N/A
1408	1.3	30000	YES	NO	N/A

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1409	1.1	30000	YES	NO	N/A
1410	1.3	30000	YES	NO	N/A
1411	1.1	30000	YES	NO	N/A
1412	1.1	30000	YES	NO	N/A
1413	1.3	20000	YES	NO	N/A
1414	1.3	13000	YES	NO	N/A
1415	1.1	30000	YES	NO	N/A
1416	1.1	30000	YES	NO	N/A
1417	1.1	30000	YES	NO	N/A
1418	1.2	30000	YES	NO	N/A
1419	1.1	30000	YES	NO	N/A
1421	1.1	20000	YES	NO	N/A
1422	1.1	12000	YES	NO	N/A
1437	1.1	30000	YES	NO	N/A
1438	1.1	30000	YES	NO	N/A
1439	1.4	30000	YES	NO	N/A
1490	1.1	30000	YES	NO	N/A
1491	1.1	30000	YES	NO	N/A
1492	1.1	30000	YES	NO	N/A
740	1.1	3000	YES	NO	N/A
741	1.1	700	YES	NO	N/A
755	1.1	3000	YES	NO	N/A
1423	1.1	500	YES	NO	N/A
1424	1.1	500	YES	NO	N/A
1425	1.1	500	YES	NO	N/A
1426	1.1	500	YES	NO	N/A
1427	1.1	700	YES	NO	N/A
1428	1.1	2000	YES	NO	N/A
1429	1.1	2000	YES	NO	N/A
1430	1.1	2000	YES	NO	N/A

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1431	1.1	2000	YES	NO	N/A
1432	1.1	2000	YES	NO	N/A
1433	1.1	2000	YES	NO	N/A
1434	1.1	1500	YES	NO	N/A
1435	1.1	1500	YES	NO	N/A
1436	1.1	1500	YES	NO	N/A
1441	1.1	2000	YES	NO	N/A
1442	1.1	2000	YES	NO	N/A
1443	1.1	2000	YES	NO	N/A
1444	1.1	2000	YES	NO	N/A
1447	1.1	2000	YES	NO	N/A
1448	1.1	3000	YES	NO	N/A
1449	1.1	3000	YES	NO	N/A
1452	1.1	3000	YES	NO	N/A
1453	1.1	3000	YES	NO	N/A
1486	1.3	20000	YES	NO	N/A

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

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE DLMH COLUMN CHANGE)

Table 31.5: **Related Ordnance Support**

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	YES	**MK46 TORPEDOES**	**SEE NOTE 1**
Testing	YES	**MK46 TORPEDPES**	**SEE NOTE 1**
Manufacturing	NO	-	-
Outload	YES	AMMUNITION AND EXPLOSIVES	DIRECT LABOR 48,160.8; REIMBURSABLE; LABOR - 45,689.6
Technical Support	NO	-	-

NOTE 1: DIRECT LABOR MANHOURS EXPENDED IN SUPPORT OF MK46 TORPEDO I-LEVEL MAINTENANCE IS 42,156 HOURS FOR FY94 YTD.

Change N4644-CPF MAY 94

ENCLOSURE (3)
Attachment H

86A R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE COURSE CALCULATIONS - FRP, FRN, FRAC, FRCT/FRAT)

COMSEACONTROLWING

CCN: 171-10/35

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
ACADEMIC INSTRUCTION	VS 41	FRP	58	1931	111,998	79 R	1931	152549 R
ACADEMIC INSTRUCTION	VS 41	FRN	73	1426	104098	98 R	1426	139748 R
ACADEMIC INSTRUCTION	VS 41	FRAC	30	440	13200	48 R	440	21120 R
ACADEMIC INSTRUCTION	VS 41	FRCT/FRAT	24	88	2112	26 R	88	2288 R
WEAPON SYSTEM TRAINER	VS 41	FRP	58	200	11600	79 R	200	15800 R
WEAPON SYSTEM TRAINER	VS 41	FRN	73	262	19126	98 R	262	25676 R
WEAPON SYSTEM TRAINER	VS 41	FRAC	30	128	3840	48 R	128	6144 R
WEAPON SYSTEM TRAINER	VS 41	FRCT/FRAT	24	28	672	26 R	28	728 R

R R R R R R R R

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

35 R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-xx, 179-xx CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

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.

THIS INFORMATION PROVIDED BY **NAMTRAGRUDET** - NORTH ISLAND

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE STUDENT HOURS/YR CAPACITY FOR CATEGORY CODE 171-35)

CNAP CHANGED 9405

Table 23.1

Parent UIC	CCN	Type Training Facility	Total #	Capacity (PN)[1]	Capacity (Student HRS/YR)
66065	171-10	ACADEMIC INSTRUCTION	40	185	**370,000**
66065	171-20	APPLIED INSTRUCTION	63	478	**956,000**
66065	171-35	OPERATIONAL TRAINER	11	100	**200,800** R

R

CAPACITY FORMULA - # STUDENTS X 8 HRS PER DAY X 250 DAYS PER YEAR

[1]Personnel Capacity is the total number of seats available for students in spaces used instruction based on the current configuration and use of the facilities.

Naval Station Capacity Analysis Data Call UIC: 00246

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE SCHOOL MTU-3022, NUMBER OF HOURS OF INSTRUCTION FOR FY2001)

NAMTRAGRUDET

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
CLASSROOM TRAINING	MTU-1022	SH-60F AIRCRAFT MAINTENANCE TRAINING	277	86	23822	237	203.4	48208
CLASSROOM TRAINING	MTU-1036	S-3 AIRCRAFT MAINTENANCE TRAINING	179	134	23986	144	134	19296
CLASSROOM TRAINING	MTU-1067	H-60B AIRCRAFT MAINTENANCE TRAINING	584	62	36208	4154	20.8	86403
CLASSROOM TRAINING	MTU'S-1036/1067	AIRCRAFT MAINTENANCE GENERAL	1257	23.5	29540	1079	23.5	25357
CLASSROOM TRAINING	MTU-3022	CALIBRATION	137	80	10960	12	78	936 R
CLASSROOM TRAINING	MTU-3033	SUPPORT EQUIPMENT MAINTENANCE	1402	50.3	70521	2172	50.3	109252
CLASSROOM TRAINING	MTU-3041	AIRCRAFT LAUNCH AND RECOVERY EQUIPMENT	1291	50	64550	1138	50	56900
CLASSROOM TRAINING	MTU-4033	AIR LAUNCHED WEAPONS	336	43	14448	456	43	19608

R

Naval Station Capacity Analysis Data Call UIC: 00246

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (COMHSWINGPAC SUBMISSION)

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
CLASSROOM	H-60 PILOT	CLASSROOM CAT IV	9	309	2781	15	464	6960 R
CLASSROOM	H-60 PILOT	CLASSROOM CAT V	18	381	6858	27	571	15417 R
CLASSROOM	H-60 PILOT	CLASSROOM CAT II	1	319	319	2	478	956 R
CLASSROOM	AW IUT	CLASSROOM	7	360	2520	11	540	5940 R
CLASSROOM	AW	CLASSROOM CAT 5	18	196	3528	0 R	0 R	0 R
CLASSROOM	AW	CLASSROOM CAT 1	17	352	5984	27	528	14256 R
CLASSROOM	CAT 1	CLASSROOM CAT 1	31	503	15593	46	752	34592 R
CLASSROOM	HS-60 PILOT	CLASSROOM CAT IUT	6	54	324	9	81	729 R
CLASSROOM	H-60 PILOT	CLASSROOM HITS	10	12 R	120 R	15	1094	10935
CLASSROOM	H-60	CLASSROOM CSAR	107	75 R	8025 R	161	96	16410 R
CLASSROOM	H-60 PILOT	CLASSROOM CAT III	6	8	48	4	8	32

R R R R R R R R R R R R

50 R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
FLIGHT	H-60 PILOT	FLIGHT CAT IV	9	46	414 R	15	69	1035 R
FLIGHT	H-60 PILOT	FLIGHT CAT V	18	64	1152	27	98	2646 R
FLIGHT	H-60 PILOT	FLIGHT CAT II	1	41	41	2	61	122 R
FLIGHT	AW IUT	FLIGHT	7	45	315	11	67	737 R
FLIGHT	AW	FLIGHT CAT V	18	38	684	0 R	0 R	0 R
FLIGHT	AW	FLIGHT CAT I	17	47	799	27	71	1917 R
FLIGHT		FLIGHT CAT I	31	62	1922	46	93	4278 R
FLIGHT	IUT	FLIGHT	6	21	126	9	32	288 R
FLIGHT	H-60 PILOT	FLIGHT CAT III	6	2.5	15	4	2.5	10

R R R R R R R R R R

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

[1] include RON/domestic deployment training

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE CALCULATIONS LISTED FOR HS REPORTED SPECIAL USE AIRSPACE)

Table 42.1

SUA	Location /Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
W-291	25NM	OVERWATER TRAINING	FACSFAC (09528)	HSL 41/43/45/47/ 49	ASW, ASUW, SAR MOBILITY	5000*
R-2503	60NM	OVERLAND FLIGHT TRAINING	CAMP PENDLETON (33060)	HSL 41/43/45/47/ 49	LOW LEVEL FLIGHT TRAINING	1600*
R-2533	55NM	OVERWATER ECM TRAINING	CAMP PENDLETON (33060)	HSL 41/43/45/47/ 49	ECM TRAINING	500*
NANOOSE	CANADA/ 1100 NM.	TORPEX/ TRACKEX/ MINEX	NUWC KEYPORT (00253)	VS-FLEET	ASW/MINEX QUALS	200
FALLON	NEVADA/ 550NM.	AIRWING READINESS	VARIOUS	VS-FLEET	BMB/TNK/LL/EW	1000
W-291	SOCAL/ 40NM.	VARIOUS**	FACSFAC (09528)	VS-FRS/FLEET	VARIOUS**	15000
REWS	SOCAL/ 70NM.	EW TRAINING	FACSFAC (09528)	VS-FRS/ FLEET	ESMEX/BREAK-LOCK TRN	200
LL ROUTES	VARIES	LOW LEVEL	VARIOUS	VS-FRS/FLEET	LOW LEVEL	500

DATA CALL #6

Naval Station Capacity Analysis Data Call UIC: 00246

SUA	Location /Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
KANE MOA	SOCAL/ 80NM.	FAM/FORM	LAX ATC (FAA)	VS-FRS/FLEET	FAM/FORM	300
SCORE	SOCAL/ 80NM.	TORPEX/ TRACKEX	ASROC (09528)	VS-FRS/FLEET	ASW QUALS	500
W-291	QDA 25 MILES	LIVE FIRE	FACSFAC (09528)	HC 3	50 CAL SHOOT	30
W-291***	WEST 30NM	CVBG SUPPORT	FACSFAC (09528)	VRC 30	CARRIER LANDING PROFICIENCY	720
W-291+	WEST 30NM	C-12 TRAINING	FACSFAC (09528)	VRC 30	FRS TRAINING	870
W-291		COMPTUEX/FLEETEX	CPWP/3RD FLEET	PATWINGSPAC DETACHMENT	BATTLE GROUP SUPPORT	2,000 HOURS
SCORE		TORPEX MINEX	CPWP/ CPW 10	VP-40/VP-46	MINEX/ TORPEX 3/MONTH	144 HOURS
R-2501		MARINE SUPPORT	1ST MARINE DIVISION	PATWINGSDET	SURVEILLANCE	60 HOURS
R-2508		ARMY SUPPORT	US ARMY	PATWINGSDET	SURVEILLANCE	60 HOURS
FALLON	500	TRAINING WEAPONS	COMASWWING (55636)	HS**** R	CSAR, EW, M60	500 HOURS R
NANOOSE	1000	TRAINING	COMASWWING (55636)	HS**** R	TORPS, ASW	100 HOURS R
W-291	10	TRAINING/ OPERATIONS	COMASWWING (55636)	HS**** R	DLQ, CQ, FORM, SAR ASW, TORP, EW	5000 HOURS R
CAMP PENDLETON	50	TRAINING	COMASWWING (55636)	HS**** R	TERF, CSAR	250 HOURS R

Naval Station Capacity Analysis Data Call UIC: 00246

Remarks:

* 5 SQUADRONS OF 40 PILOTS EACH = 200 PILOTS
W-291: 200 PILOTS X 25 HOURS = 5000 HOURS
R-2503: 200 PILOTS X 8 HOURS = 1600 HOURS
R-2533: 200 PILOTS X 2.5 HOURS = 500 HOURS

** W-291 FLIGHT ACTIVITIES INCLUDE: CARQUAL, FAM, FORM, IFR, ASW,
ESM, OTHER SENSOR TRAINING, FOR BOTH FLEET AND FRS.

*** AVERAGE 30 PILOTS X 2 LANDINGS/MONTH X 12 MONTHS = 720 LANDINGS/YEAR X 1.0 HOURS/LANDING (TRANSIT TO /FROM SHIP) = 720 HOURS YEAR FOR USEAGE.

**** HS - FALLON - R
3 MTN FLYING CRSES/YR X 25 FLT HRS/CRSE = 75 HRS
2 SQDNS FALLON DETS/YR X 10 FLY DAYS X 22 HRS/DAY =440 HRS
440 + 75 = 515

**** HS - NANOOSE -
1 MK-46 DET/YR = 40 HOURS
2 MK-50 CNO SPECIAL PROJECT/YR X 30 HRS/PROJECT = 60 HRS R
40 HRS + 60 HRS = 100 HRS

**** HS - W-291 - R
4 FLEET SQDNS (HS-2,4,6,8) X 1200 HRS/YR (AVG)=4800 HRS/YR
1 FRS (HS-10)=200 HRS/YR 4800 + 200 = 5000 HRS

**** HS - CAMP PENDLETON -
1 FRS (HS-10): 10 IUT HOPS X 2 HR/HOP = 20 HRS R
90 FRP HOPS X 2 HR/HOP = 48 HRS
4 FLEET SQDNS (2,4,6,8) X 6 HOPS/UR X 2 HR/HOP = 48 HRS
20+180+48=248 HRS

\+ ESTIMATE BASED ON ESTIMATED PERCENTAGE OF TOTAL FAM FLIGHT HOURS

Naval Station Capacity Analysis Data Call UIC: 00246

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (FASOTRAGRUPAC SUBMISSION - SEE CALCULATIONS FOR FY 1993 - CAT 171-20 BASIC SURVIVAL; AND FY 2001 - CALCULATION FOR IUT FOR BASIC)

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
AMAMT TRAINING	FASOTRAGRUPAC	AVIATION MAINT	1,836	712	1,307,232	1,144	504	576,576
NALCOMIS /SE	FASOTRAGRUPAC	AVIATION MAINT	349	162	56,538	828	402	332,856
AIRCREW	FASOTRAGRUPAC	AIRCREW	682	712	485,584	699	720	503,280
COMPUTER TRAINING	FASOTRAGRUPAC	MICRO-COMPT	949	128	121,472	1,154	144	166,176
GENERAL	FASOTRAGRUPAC	NITRAS AND MISC	90	24	2,160	72	24	1,728

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
SURVIVAL	FASOTRAGRUPAC	BASIC SURVIVAL	2,364	72	170,208 R	2,100	72	151,200 R
ADVANCED SERE	FASOTRAGRUPAC	ADVANCED SEMINAR	330	24	7,920	270	24	6,480
DEST	FASOTRAGRUPAC	DESERT ENVIRON. SURVIVAL	200	16	3,200	200	16	3,200
IUT FOR BASIC	FASOTRAGRUPAC	IUT FOR BASIC	NEW	NEW	NEW	48 R	112 R	5,376 R R

ENCLOSURE (3)
Attachment N

54 R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

INCREASE FM DATA CALL # 6 SUBMISSION INCLUDES 40 HOURS OF COURSE TRAINING AT THE REMOTE TRAINING SITE, WARNER SPRINGS AND 32 HOURS OF TRAINING AT NORTH ISLAND FOR A TOTAL COURSE LENGTH OF 72 HOURS

54A R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

29. Provide the maintenance, repair, and equipment expenditure data indicated in the following table for FYs 1985 - 1997

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE (SEE CPV COLUMN REVISIONS)

Table 29.1

Fiscal Year	MRP ($) [1] ($000)	CPV ($000) ($) [2]	ACE ($) [3]
FY1985	7725.0	1,160,761 R	UNKNOWN
FY1986	6501.0	1,186,459 R	UNKNOWN
FY1987	7577.9	1,201,783 R	UNKNOWN
FY1988	7749.4	1,236,268 R	UNKNOWN
FY1989	7044.0	1,243,768 R	UNKNOWN
FY1990	5759.0	1,269,442 R	UNKNOWN
FY1991	10,358.0	1,277,113 R	UNKNOWN
FY1992	7,888.0	1,282,292 R	UNKNOWN
FY1993	4,433.0	1,290,280 R	UNKNOWN
FY1994	10,729.3	1,298,214 R	UNKNOWN
FY1995	6,618.0	1,298,726 R	UNKNOWN
FY1996	6,124.0	1,377,226 R	UNKNOWN
FY1997	6,124.0	1,451,606 R	UNKNOWN

R R R R R R R R R R R R R R R

[1] **MRP:** Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major repairs, and minor construction (non-MILCON). It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition.

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

[3] **ACE:** Acquisition Cost of Equipment is the total cumulative acquisition cost of all "personal Property" equipment which includes the cost of installed equipment directly related to mission execution, such as lab test equipment. Class 2 installed capital equipment that is an integral part of the facility will not be reported as ACE.

Naval Station Capacity Analysis Data Call UIC: 00246

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

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE (SEE CATEGORY CODE 113-40 CHANGED TO "SY" INSTEAD OF "SF"

Table 48.1

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF	1,111	--	21,800	22,911	21
121-10	Direct Fueling	OL *	50,001	1	--	50,002	3
124-30	Fuel Storage	GA**	3,600,836	--	350,000	3,950,836	35
421-xx	Ammunition Storage	CF	1,637,012	435,988	88,990	2,161,990	100
425-xx	Open Ammunition Storage	SF					0
113-20	Parking Aprons	SY	510,247	251,587	33,000	794,834	3
113-40	Access Aprons	SY R	38,773	--	--	38,773	2
116-56	Combat Aircraft Ordnance Loading Area	SF					0
	Other						

R

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these

deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

NOTES:
* HOT SITE #1 CAN HANDLE P-3'S, BUT IS IMPRACTICAL DUE TO DISTANCE FROM PARKING RAMP. SITE WAS DESTINED FOR HELICOPTER REFUELING EVOLUTIONS. ADDITIONAL SITE TO HANDLE P-3 HOT REFUELING HAS BEEN PROPOSED BUT NOT YET FUNDED. HOT SITE #3 SUPPORTING THE S-3 AIRCRAFT IS LABOR INTENSIVE TO MANAGE AND INTENDED AS A TEMPORARY FACILITY ONLY.

AN INCREASE IN AIRCRAFT ACTIVITY AT THIS TIME SHOWS A NEED FOR ADDITIONAL DIRECT REFUELING CAPABILITY TO HANDLE P-3'S AND LARGE BODY AIRCRAFT. WITH FUTURE REQUIREMENTS UNKNOWN, A STUDY IS NECESSARY TO DETERMINE MOST APPROPRIATE CONFIGURATION TO SUPPORT PLANNED GROWTH.

** FACILITY IS OVER 50 YEARS OLD AND IN NEED OF MODERNIZATION AS WELL AS ALTERATIONS TO COMPLY WITH ENVIRONMENTAL STANDARDS. TANKS AND EQUIPMENT WILL NOT MEET 1998 MANDATORY STATE AND FEDERAL REQUIREMENTS.

FOLLOWING PROJECTS SUBMITTED FOR FY98 MILCON FUNDING FROM DEFENSE LOGISTICS AGENCY (DLA) ARE CURRENTLY ON HOLD DUE TO LACK OF FUNDING FOR PUBLIC WORKS CENTER PRELIMINARY STUDY DOCUMENTS, (DD1392, DD1391, ENVIRONMENTAL IMPACT STATEMENTS, ETC.) REQUIRED PRIOR TO SUBMISSION TO DLA:

SUPPLY #94-031, FUELS #98-1, P-715, PWC #81-581: INSTALL ABOVE GROUND JP-5 STORAGE TANK AT NAS NORTH ISLAND.
SUPPLY #94-031, FUELS #98-2, P-70-4, PWC #81-112: INSTALL ABOVE GROUND JP-5 STORAGE TANK AT NALF SAN CLEMENTE ISLAND.
SUPPLY #94-031, FUELS #98-3, P-715, PWC #81-603: INSTALL ABOVE GROUND F-76 STORAGE TANK AT NAS NORTH ISLAND.

Naval Station Capacity Analysis Data Call UIC: 00246

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

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE (SEE SQUARE FOOTAGE OF HANGAR 1480)

Table 44.2

Hangar #/ID/Type	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces[2,3]		
					#/ Module	SF	Elec. Pwr.
307	VS	3,446	3,446	15,975	**0**	**0**	**N**
308	HC 3	3,446	3,446	15,975	HC 3 **0**	NO OUTSIDE LINE PARKING ASSIGNED	NO
309	NAMTRAGRU	4,034	3,821	15,600	0	**0**	**N**
310	SIKORSKY AND HSL 33	3,637	3,821	15,600	**0**	**0**	**N**
311	VP TRANSIENT	3,446	3,821	15,600	8	200,000	N
312	HSL 33	6,824	5,021	15,600	12	16,800	N
340	HC 11 HS 8 HS 14	11,619 11,619 11,619		34,856 53,861 53,861	HC11, HC3; 29 SPOTS-ALL HS SQUADS	350,000	**N** **N**
502	ARMY NATIONAL GUARD	2,000	3,500	9,356	1	3,000	N
503	NASNI OPS C-12	1,000	3,231	9,350	6 (3-VRC303 -OPS)	150,000 (INCLUDES TRANSIENT LINE SPACES)	N
525	VRC 30 VR 57	6,527 9,400**	34,010 15,400***	20,476 12,300	8 3	84,400; 100,800	N N
526	VS 41	9,954	12,552	41,105	22	190,000	N

ENCLOSURE (3)
Attachment Q

113 R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

Hangar #/ID/Type	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces[2,3]		
					#/ Module	SF	Elec. Pwr.
1456	VS 29 VS 33 VS 35 VS 37 VS 38	5,184 5,184 5,184 5,184 5,184	5,214 5,214 5,214 5,214 5,214	17,716 17,716 17,716 17,716 17,716	40	60,000	N
1457	HS 10 HC 1	4,320 4,320	4,345 4,345	-- --	DECOM	DECOM	NA
1458	HC 3 HC 11	2,160 2,160	2,173 2,173	-- --	OPS/ ADMIN SPACE	OPS/ ADMIN SPACE	NA
1474	HSL 41 HSL 43 HSL 45	8,640 7,200 7,200	8,522 8,522 8,522	16,640 16,640 16,640	32	50,000	Y
1477	HSL 47 HSL 49	7,518 7,518	7,927 7,927	16,300 16,300	24	38,000	Y
1480	CUSTOMS SVC	15,240 R	13,650 R	--	8	20,000*	*
1481	HSL-84 HS-85	5,013 5,013	8,220 8,220	12,671 12,671	8 8	261,000 261,000	N+ N+

R

NOTES:
* - CUSTOMS - TWO LINE OF 4 PARKING SPACES FRONT LINE HAS ELECTRICAL POWER BACK LINE HAS NO ELECTRICAL POWER.
- CUSTOMS - 8 PARKING PADS OF 2,500 SQ FT FOR TOTAL OF 20,000 SQ FT.
** - INCLUDES 2,100 SQ FT IN EXTERNAL BUILDINGS
*** - INCLUDES 1,820 SQ FT IN EXTERNAL BUILDINGS
+ - WILL BE INSTALLED DURING FY95

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

Naval Station Capacity Analysis Data Call UIC: 00246

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE FY 1993 AND FY 2001 COURSE REQUIREMENTS)

SMALL ARMS RANGE

CCN: 171-10

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements			
			A	B	C	A	B	C	
Classroom	Law Enforc	Phase II	175 R	40 R	7000 R	200 R	40 R	8000 R	R
"	"	EVOC	R 166	R 40	R 6640	R 200	R 40	R 8000	R
"	"	CPR/First Aid	201 R	24 R	4824 R	200 R	24 R	4800 R	R
"	"	Investigation	R 10	R 40	R 400	R 50	R 40	R 2000	R
"	"	Traffic Acc.	R 46	R 40	R 1840	R 50	R 40	R 2000	R
"	"	Adv. Investigation	R 0	R 40	R 0	R 50	R 40	R 2000	R
"	"	ASF Academy	R	R 40	R	R 50	R 40	R 2000	R
"	"	Adv. Traffic Accident	16 R	40 R	640 R	50 R	40 R	2000 R	R
"	"	Radar	R 72	8	R 576	R 100	8	R 800	R
"	"	SFST	R 26	R 40	R 1040	R 50	R 40	R 2000	R
"	"	DAR	R 35	R 40	R 1400	R 0	R 40	R 0	R
"	"	Intoxilyzer R	R 64	8	R 512	R 50	8	R 400	R
"	"	M/C Safety	R 281	R 24	R 6744	R 250	R 24	R 6000	R
"	"	AAA Driver Improvement	R 94	R 8	R 752	R 100	R 8	R 800	R
"	"	Weapons	52 R	40 R	2080 R	50 R	40 R	2000 R	R
CLASSROOM	NAVOSH	Fire Prevention	85	1	85	100	1	100	R

Naval Station Capacity Analysis Data Call UIC: 00246

"	"	Right to Know	120	1	120	100	1	100
"	"	Back Injury	127	1	127	100	1	100
"	"	Lead Safety	126	1	126	100	1	100
"	"	NAVOSH Indoc	40	1	40	100	1	100
"	"	NAVOSH Super.	21	1	21	25	1	25
RANGE	WEAPON	Quals R	205 R	1 R	205 R	200 R	1 R	200 R
"	"	Requals	618 R	1 R	618 R	800 R	1 R	800 R

R R R R R

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

Naval Station Capacity Analysis Data Call UIC: 00246

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

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE FACSFAC - SQUARE FOOTAGE OF FACILITIES)

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
-CALIFORNIA ARMY NATIONAL GUARD - AAFOB/N/A; -RAID/NGW7X1AA	DRUG INTERVENTION	12,502	
DEFENSE FINANCE AND ACCOUNTING SERVICE DET/N/A	FINANCE AND ACCOUNTING SERVICING	UTILIZE SPACE WITHIN THE NADEP SPACES	
COMNAVBASE - FEDERAL FIRE DEPT/00242	FIRE PROTECTION	36,428	
FLEET AND INDUSTRIAL SUPPLY CENTER/00244	SUPPLY SUPPORT SERVICES	242,207	
NAVY ENVIRONMENTAL PREVENTIVE MEDICINE UNIT 5/ 0546A	ENVIRONMENTAL PREVENTIVE MEDICINE	3,500	
FLEET AVIATION SPECIALIZED OPERATIONAL TRAINING GROUP PACIFIC/09191	GENERAL AVIATION TRAINING	122,597	45,900
FLEET AREA CONTROL SURVEILLANCE FACILITY/ 09528	FLEET AREA CONTROL, SURVEILLANCE AND INSTRUMENTED RANGE OPERATIONS	28,980 R	2,889

R

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Naval Station Capacity Analysis Data Call UIC: 00246

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
NAVAL AVIATION ENGINEERING SERVICE UNIT/30332	AVIATION TECHNICAL SVCS	5,533	
NAVAL AVIATION ENGINEERING SERVICE UNIT DET/30334	AVIATION TECHNICAL SVCS	5,533	
NAVAL PACIFIC METEORGOLOGY OCEANOGRAPHY FACILITY/30911/63037	AVIATION WEATHER SERVICES	24,837	
DEFENSE COURIER SERVICE STATION/31137	COURIER SERVICES FOR CLASSIFIED INFORMATION/ EQUIPMENT	2,800	
NAVAL COMPUTER AND TELECOMMUNICATIONS STATION/31195/44597/ 48544/ 63896/68046/70240	COMPUTER TRAINING; TELECOMMUNICATI ONSERVICES	157,156	
BRANCH MEDICAL CLINIC/32546	MEDICAL SERVICES	44,994	
NAVAL UNDERSEA WARFARE CENTER DET/35266	UNDERSEA WARFARE	30,035	
NAVAL LEGAL SERVICE OFFICE DET/35499	LEGAL SERVICES	6,155	
BRANCH DENTAL CLINIC/35734	DENTAL SERVICES	17,800	
NAVAL ORDNANCE CONTROL PACIFIC/41226	CONVENTIONAL ORDNANCE LOGISTICS AGENT FOR PACIFIC FLEET	2,235	
NAVAL AIR TECHNICAL SERVICES FACILITY/42197	QUALITY ASSURANCE	2,191	

Naval Station Capacity Analysis Data Call UIC: 00246

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
PERSONNEL SUPPORT DETACHMENT/42827	MILITARY SERVICING	43,611	
NAVAL INVESTIGATIVE SERVICE RESIDENT AGENCY/42944	INVESTIGATION SERVICES	4,720	
DEFENSE PRINTING SERVICE DETACHMENT BRANCH OFFICE/43640	PRINTING SERVICES	6,306	
FLEET COMBAT CAMERA GROUP PACIFIC/46501	COMBAT PHOTOGRAPHY SUPPORT	545	
MEASURE OPERABILITY CONTROL CENTER/46606	CALIBRATION SERVICES	14,112	
NAVAL AIR TECHNICAL SERVICES/47181	QUALITY ASSURANCE	1,618	
SEABASED WEAPONS AND TACTICS SCHOOL/47721	ADVANCED ASW/ASUW TRNG	12,476	
EXPLOSIVE ORDNANCE DISPOSAL MOBILE UNIT 3/48176	EXPLOSIVES DISPOSAL	3,752	
DEFENSE COMMISSARY AGENCY-NASNI/49202	COMMISSARY SERVICES	121,471	
MARINE CORPS SECURITY FORCE COMPANY/53260	SECURITY SERVICES/WEAPONS COMPOUND	37,839	
COMMANDER NAVAL AIR FORCE U.S. PACIFIC FLEET/57025	TYPE COMMANDER	425,119	558,849
FLEET IMAGING COMMAND PACIFIC/57094	PHOTOGRAPHIC SERVICES	4,948	

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Naval Station Capacity Analysis Data Call UIC: 00246

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
NAVAL AIR WARFARE CENTER TRAINING SYSTEMS DIVISION/61339	NAVAL AIR WARFARE SYSTEMS TRAINING	4,248	
NAVAL AUDIT SERVICE/62760	AUDIT SERVICES	1,688	
SUPERVISOR OF SHIPBUILDING/62791	SHIP MAINTENANCE	N/A	56,000
WEAPONS TRAINING GROUP/63013	WEAPONS TRAINING	60,321	
NAVY PUBLIC WORKS CENTER - NASNI/63387	MAINTENANCE/REPAIR SERVICES	48,118(tenant) R 171,312(owned) R	
NAVY MATERIAL TRANSPORTATION OFFICE/63408	MATERIAL TRANSPORTATION SERVICES	9,200	
NAVAL AVIATION DEPOT/65888	DEPOT LEVEL MAINTENANCE SERVICES	2,630,637	1,821,031
NAVAL AIR MAINTENANCE TRAINING GROUP DET/66065	AVIATION MAINTENANCE TRAINING	172,666	
NAVY EXCHANGE-NASNI/66422	EXCHANGE SERVICES	231,169	
DEFENSE MAPPING AGENCY COMBAT SUPPORT CENTER/66633	CARTOGRAPHIC SUPPORT	12,545	
NAVAL EDUCATION AND TRAINING PROGRAM MANAGEMENT SUPPORT ACTIVITY-NAVY CAMPUS/68322	EDUCATIONAL OPPORTUNITIES	2,655	
DEFENSE DISTRIBUTION DEPOT SAN DIEGO/SB3205	WAREHOUSING	813,454	834,257

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100 R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)
DEFENSE REUTILIZATION AND MARKETING OFFICE/SZK199	MATERIAL REUTILIZATION/ SALVAGE	198,175 R	1,077,530 R
NAVAL AIR RESERVE SAN DIEGO/09296*	RESERVE FORCES SUPPORT	13,911 R	33,000
COMMANDER HELICOPTER ANTI-SUBMARINE LIGHT WING U.S. PACIFIC FLEET/55630*	LAMPS SUPPORT	5,772 R	
COMMANDER SEA CONTROL WING U.S. PACIFIC FLEET/55633*	VS SUPPORT	10,000 R	
COMMANDER HELICOPTER TACTICAL WING U.S PACIFIC FLEET/55635*	HELICOPTER COMBAT SUPPORT	23,409 R	
COMMANDER HELICOPTER ANTI-SUBMARINE WING U.S. PACIFIC FLEET/55636*	ANTI-SUBMARINE WARFARE	7,328 R	
VS*	VS SUPPORT	22,867	
HC 3/09822*	HELICOPTER COMBAT SUPPORT	22,867	
VP TRANSIENT DETACHMENTS/VARIOUS*	ALL-PURPOSE LONG RANGE MARITIME SURVEILLANCE AND PATROL	22,867	
HC 11/42300/53920*	HELICOPTER COMBAT SUPPORT	46,475	
HS 8/09951*	ANTI-SUBMARINE WARFARE	65,480	
VRC 30/ /09607/52947/39491/ 53876*	FLEET LOGISTICS SUPPORT	61,013	

Naval Station Capacity Analysis Data Call UIC: 00246

Support Unit Identification/UIC	Mission	Facilities Required (SF)	Equipment Laydown Requirement (covered/ uncovered in SF)	
VR 57/53910*	FLEET LOGISTICS SUPPORT	37,100		R
VS 41/09298*	VS SUPPORT	63,611		R
VS 29/09204*	VS SUPPORT	28,114		R
VS 33/09263*	VS SUPPORT	28,114		R
VS 35/09345*	VS SUPPORT	28,114		R
VS 37/09381*	VS SUPPORT	28,114		R
VS 38/09192*	VS SUPPORT	28,114		R
HS 10/09299*	ANTI-SUBMARINE WARFARE	8,665		R
HC 3/09822/48161*	HELICOPTER COMBAT SUPPORT	4,333		R
HC 11/42300/53920*	HELICOPTER COMBAT SUPPORT	4,333		R
HSL 41/55138*	LAMPS SUPPORT	33,802		R
HSL 43/53914/55146*	LAMPS SUPPORT	32,362		R
HSL 45/53915/55148*	LAMPS SUPPORT	32,362		R
HSL 47/53917/55150*	LAMPS SUPPORT	31,745		R
HSL 49/53919/55152*	LAMPS SUPPORT	31,745		R
U.S. CUSTOMS SVC/209A59*	DRUG INTERDICTION	30,870		R
HSL 84/09055*	LAMPS SUPPORT/RESERVE UNIT	25,904		R
HS 85/09061*	ANTI-SUBMARINE WARFARE/RESERVE UNIT	25,904		R

Naval Station Capacity Analysis Data Call UIC: 00246

*** NOTE: THE ORIGINAL RESPONSE TO THIS QUESTION LISTED THE FOUR TYPEWINGS AND NAVAIRES - THE SQUARE FOOTAGE FOR EACH TYPEWING AND NAVAIRES INCLUDED THE SQUARE FOOTAGE FOR THEIR COGNIZANT SQUADRONS. THE SQUADRONS WERE NOT LISTED SEPARATELY IN THIS QUESTION BECAUSE THAT INFORMATION WAS LISTED SEPARATELY IN THE DATA CALL IN QUESTION 17b.**

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42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (ADDITION OF FACSFAC INFORMATION TO COMHELTACWING SUBMISSION)

FACSFAC OPERATES 24 HOURS PER DAY, 7 DAYS PER WEEK. 75% OF THE SURFACE AND AIR OPERATIONS IN W-291 ARE CONDUCTED MONDAY THROUGH FRIDAY FROM SUNRISE TO SUNSET. FACSFAC COULD SUPPORT A 30% INCREASE IN OPERATIONS DURING PEAK HOURS AND 70% DURING NON-PEAK HOURS. ALL INCLUSIVE (24 HRS/DAY, 7 DAYS/WK), FACSFAC COULD SUPPORT TWICE THE NUMBER OF CURRENT OPERATIONS (100% CAPACITY INCREASE).

R

THE COMBINED SCORE/REWS RANGE COULD SUPPORT A 60% INCREASE TO 1000 ANNUAL OPERATIONS IF MAINTENANCE REPAIRS/PERSONNEL SUPPORT WERE NOT A CONSIDERATION.

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (ADDITION OF FACSFAC INFORMATION TO COMHSWINGPAC SUBMISSION)

FACSFAC OPERATES 24 HOURS PER DAY, 7 DAYS PER WEEK. 75% OF THE SURFACE AND AIR OPERATIONS IN W-291 ARE CONDUCTED MONDAY THROUGH FRIDAY FROM SUNRISE TO SUNSET. FACSFAC COULD SUPPORT A 30% INCREASE IN OPERATIONS DURING PEAK HOURS AND 70% DURING NON-PEAK HOURS. ALL INCLUSIVE (24 HRS/DAY, 7 DAYS/WK), FACSFAC COULD SUPPORT TWICE THE NUMBER OF CURRENT OPERATIONS (100% CAPACITY INCREASE). R

THE COMBINED SCORE/REWS RANGE COULD SUPPORT A 60% INCREASE TO 1000 ANNUAL OPERATIONS IF MAINTENANCE REPAIRS/PERSONNEL SUPPORT WERE NOT A CONSIDERATION. R

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (ADDITION OF FACSFAC INFORMATION TO VRC-30 SUBMISSION)

FACSFAC OPERATES 24 HOURS PER DAY, 7 DAYS PER WEEK. 75% OF THE SURFACE AND AIR OPERATIONS IN W-291 ARE CONDUCTED MONDAY THROUGH FRIDAY FROM SUNRISE TO SUNSET. FACSFAC COULD SUPPORT A 30% INCREASE IN OPERATIONS DURING PEAK HOURS AND 70% DURING NON-PEAK HOURS. ALL INCLUSIVE (24 HRS/DAY, 7 DAYS/WK), FACSFAC COULD SUPPORT TWICE THE NUMBER OF CURRENT OPERATIONS (100% CAPACITY INCREASE). R

THE COMBINED SCORE/REWS RANGE COULD SUPPORT A 60% INCREASE TO 1000 ANNUAL OPERATIONS IF MAINTENANCE REPAIRS/PERSONNEL SUPPORT WERE NOT A CONSIDERATION. R

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (ADDITION OF FACSFAC INFORMATION TO HSLWINGPAC SUBMISSION)

FACSFAC OPERATES 24 HOURS PER DAY, 7 DAYS PER WEEK. 75% OF THE SURFACE AND AIR OPERATIONS IN W-291 ARE CONDUCTED MONDAY THROUGH FRIDAY FROM SUNRISE TO SUNSET. FACSFAC COULD SUPPORT A 30% INCREASE IN OPERATIONS DURING PEAK HOURS AND 70% DURING NON-PEAK HOURS. ALL INCLUSIVE (24 HRS/DAY, 7 DAYS/WK), FACSFAC COULD SUPPORT TWICE THE NUMBER OF CURRENT OPERATIONS (100% CAPACITY INCREASE). R

THE COMBINED SCORE/REWS RANGE COULD SUPPORT A 60% INCREASE TO 1000 ANNUAL OPERATIONS IF MAINTENANCE REPAIRS/PERSONNEL SUPPORT WERE NOT A CONSIDERATION. R

COMHSLWINGPAC DOES NOT HAVE THIS DATA. THE SCHEDULING AUTHORITY OF SPECIAL USE AIRSPACE WOULD HAVE THE DATA. R

Naval Station Capacity Analysis Data Call UIC: 00246

42d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (ADDITION OF FACSFAC INFORMATION TO COMSEACONTROLWING SUBMISSION)

FACSFAC OPERATES 24 HOURS PER DAY, 7 DAYS PER WEEK. 75% OF THE SURFACE AND AIR OPERATIONS IN W-291 ARE CONDUCTED MONDAY THROUGH FRIDAY FROM SUNRISE TO SUNSET. FACSFAC COULD SUPPORT A 30% INCREASE IN OPERATIONS DURING PEAK HOURS AND 70% DURING NON-PEAK HOURS. ALL INCLUSIVE (24 HRS/DAY, 7 DAYS/WK), FACSFAC COULD SUPPORT TWICE THE NUMBER OF CURRENT OPERATIONS (100% CAPACITY INCREASE). R

THE COMBINED SCORE/REWS RANGE COULD SUPPORT A 60% INCREASE TO 1000 ANNUAL OPERATIONS IF MAINTENANCE REPAIRS/PERSONNEL SUPPORT WERE NOT A CONSIDERATION. R

NOT QUANTIFIABLE; SIGNIFICANT INCREASE POSSIBLE DO TO VAST SIZE OF W-291.

Naval Station Capacity Analysis Data Call UIC: 00246

23.b. By facility Category Code Number (CCN), provide the number of hours per year of classroom time required for each course of instruction taught at formal schools on your installation. Include all applicable 171-XX and 179-xx CCN's.

REVISED 26 SEPTEMBER 1994 PER NAVAL AUDIT SERVICE - (SEE SUBMISSION FOR WPNSTRAGRUPAC - COMPLETE REVISION)

CCN: 171-10

Change N3A-CPF MAY 94

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
SHORE SITE	K-644-9023	TAV	0 R	0 R	0 R	1200	40	48000 R
CV	K-644-9013	TAV	0 R	0 R	0 R	0 R	0 R	0 R
CG/DD	K-644-9024	TAV	400*	160	64000	400	160	64000
SSN	K-644-9041	TAV	280* R	32 R	8960 R	70	32 R	2240 R
SSBN	K-644-9041	TAV	0	0	0	720	32 R	23040 R
SHORE SITE	MOD 1 WARHEADING	CLASSROOM /HANDLING	26 R	80 R	2080 R	26 R	80 R	2080 R
SHORE SITE	MOD 2 ENCAN/DECAN	CLASSROOM /HANDLING	41 R	40 R	1640 R	41 R	40 R	1640 R
SHORE SITE	TOMAHAWK SUPERVISOR	CLASSROOM	0	0	0	100	40	4000
SHORE SITE	J-2G-0906	CLASSROOM	59 R	24 R	1416 R	59 R	24 R	1416 R
SHORE SITE	J-2G-0908	CLASSROOM	56 R	32	1792 R	0 R	0 R	0 R
SHORE SITE	J-8A-0913	CLASSROOM	47 R	24 R	1128 R	47 R	24 R	1128 R
SHORE SITE	K-644-9031	CLASSROOM	45 R	40	1800 R	0 R	0 R	0 R
SHORE SITE	K-644-9042	CLASSROOM	1	24 R	24 R	1	24 R	24 R

63 A R (28 OCT 94)

Naval Station Capacity Analysis Data Call UIC: 00246

SHORE SITE	K-2G-9047	CLASSROOM	47 R	16	752 R	47 R	16	752 R
SHORE SITE	K-2G-9032	CLASSROOM	314 R	16 R	5024 R	314 R	24	5024 R

R

A = Students per year
B = Number of hours each student spends in this training facility for each course
C = A X B = Number of hours of instruction

***NOTE: THROUGHPUT FIGURES FOR THESE COURSES ARE BASED UPON COMMAND NUCLEAR INSPECTION SCHEDULE. THE NUMBERS ARE NOT SUPPORTED BY NITRAS BECAUSE ASSIST VISITS/INSPECTIONS WERE NOT FORMALLY SUBMITTED AS TRAINING DURING FY1993. LISTS OF NUCLEAR INSPECTIONS ARE CLASSIFIED AND MAY BE OBTAINED BY OFFICIAL LETTER REQUEST TO THIS COMMAND.**

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TOMAHAWK COURSE THROUGHPUT:

1. MOD #1 TOMAHAWK AUR MISSILE WARHEADING PROCEDURES
2. MOD #2 TOMAHAWK AUR VLS ENCAN/DECAN HANDLING PROCEDURES
3. MOD #3 TOMAHAWK AUR MAINTENANCE PROCEDURES (CLS/CCLS/TTL/VSL)
4. MOD #4 TOMAHAWK AUR CLS/CCLS/TTL LOADING AND HANDLING TRAINING
5. MOD #5 TOMAHAWK SUPERVISOR AND MANAGERS COURSE
6. MOD #6 TOMAHAWK CROSSDECK HANDLING TEAM TRAINING
7. MOD #7 SPECIAL WEAPONS MAINTENANCE HANDLING, STOWAGE, AND TRANSSHIPMENT

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<u>STUDENT THROUGHPUT FY1994 - FY2001</u>

	#STUDENTS	HRS PER PERSON	TOTAL HOURS PER YR
1. MOD #1	32	40	1280
2. MOD #2	32	40	1280
3. MOD #3	32	40	1280
4. MOD #4	32	32	1024
5. MOD #5	40	40	1600
6. MOD #6	32	24	768
7. MOD #7	10	96	960

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PRECEDING TOMAHAWK COURSES ARE NEW AND THEREFORE NO DOCUMENTATION OF PAST THROUGHPUT IS PROVIDED.

64 R (28 OCT 94)

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

Table 33.2

Apronramp/taxiway Location - ID	SF	Comp.	Load Bearing Capacity	Comments
APRON #1	**800,000**	8" PCC*	DUAL WHEEL - 141,000; DUAL TANDEM - 290,000	
APRON #2	**900,000**	8" PCC	DUAL WHEEL - 141,000; DUAL TANDEM - 290,000	
APRON #3	**550,00**	8" PCC	DUAL WHEEL - 130,000; DUAL TANDEM - 269,000	
APRON #4	**1,120,000**	10" PCC	DUAL WHEEL - 236,000; DUAL TANDEM - 404,000	
APRON #5	**480,000**	8" PCC	DUAL WHEEL - 98,000; DUAL TANDEM - 239,000	
APRON #9	**980,000**	10" PCC	DUAL WHEEL - 141,000 DUAL TANDEM - 290,000	
APRON #10	**240,000**	10" PCC	DUAL WHEEL - 230,000 DUAL TANDEM - 345,000	
APRON #12	**60,000**	9" PCC	DUAL WHEEL - 195,000 DUAL TANDEM - 312,000	
APRON #14	**1,040,000**	10" PCC	DUAL WHEEL - 195,000 DUAL TANDEM - 312,000	
APRON #15 RLB 28 OCT 94	~~**400,000**~~ **480,000**	8" PCC	DUAL WHEEL - 141,000 DUAL TANDEM - 290,000	R
TAXIWAY #1	**1,100,000**	9" PCC	DUAL WHEEL - 152,000; DUAL TANDEM - 310,000	
TAXIWAY #2	**700,000**	9" PCC	DUAL WHEEL - 123,000; DUAL TANDEM - 185,000	
TAXIWAY #3	**300,000**	9" PCC	DUAL WHEEL - 147,000; DUAL TANDEM - 295,000	
TAXIWAY #4	**160,000**	9" PCC	DUAL WHEEL - 130,000; DUAL TANDEM - 270,000	

Naval Station Capacity Analysis Data Call UIC: 00246

CCN: 171-35

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
OPERATIONAL	H-60 PILOT	OPERATIONAL CAT IV	9	36	324	15	54	810
OPERATIONAL	H-60 PILOT	OPERATIONAL CAT V	18	68	1224	27	102	2754
OPERATIONAL	H-60 PILOT	OPERATIONAL CAT II	1	61	61	2	92	184
OPERATIONAL	AW IUT	OPERATIONAL	7	51	357	11	72	792
OPERATIONAL	AW	OPERATIONAL CAT V	18	49	882	0	0	0
OPERATIONAL	AW	OPERATIONAL CAT I	17	57	969	27	86	2322
OPERATIONAL		OPERATIONAL CAT I	31	76	2356	46	114	5244
OPERATIONAL	HS-60 PILOT	OPERATIONAL CAT IUT	6	21	126	9	32	288

BRAC-95 CERTIFICATION DATA CALL SIX

NAS North Island

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME (Please type or print)

Signature

Commander in Chief
Title

11 JAN 95
Date

U. S. Pacific Fleet
Activity

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

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

W. A. EARNER
NAME (Please type or print)

Signature

Title

1/24/95
Date

DATA CALL #6

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.

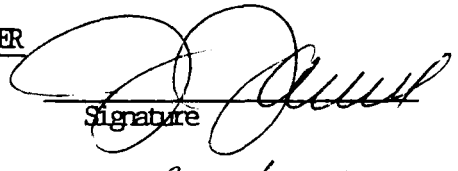
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

J. R. JARRELL, CAPT, USN
NAME (Please type or print)

COMMANDING OFFICER
Title

NAVAL AIR STATION NORTH ISLAND
Activity


Signature

19 Oct 94
Date

BRAC-95 CERTIFICATION

DATA CALL 6

Audit Changes

NAS North Island UIC 00246

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

NEXT ECHELON LEVEL

_VADM Robert J. Spane, USN___ _____
NAME (Please type or print) Signature

_Commander_____ _20 October 1994_____
Title Date

Commader Naval Air Force, U.S. Pacific Fleet
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