

229

NAS WHITING FIELD

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

May 19, 1994

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

INDEX

<u>Section</u>	<u>Page</u>
INDEX	i
GENERAL INSTRUCTIONS	ii
ABBREVIATIONS	iii
ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT	1
WETLANDS	3
CULTURAL RESOURCES	4
ENVIRONMENTAL FACILITIES	6
AIR POLLUTION	10
ENVIRONMENTAL COMPLIANCE	13
INSTALLATION RESTORATION	18
LAND/AIR/WATER USE	22
WRAP-UP	26
ATTACHMENT ONE	HABITAT MAPS

ENVIRONMENTAL DATA CALL

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

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

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

For purposes of the questions associated with land use at your base is *defined* as *land* (acreage owned, withdrawn, leased, and controlled through easements); *air* (space controlled through agreements with the FAA, e.g., MOAs); and *water* (navigation channels and waters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

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

LISTING ON NEXT PAGE

LIST OF TENANT ACTIVITIES WITH UICs THAT ARE COVERED IN THIS RESPONSE.

NAS WHITING FIELD	PRIMARY UIC	60508
	UPT *	42096
	UPT *	30784
	UPT *	41996
	UPT *	30785
	UPT *	60234
	UPT *	60237
	RETAIL STORE	66412
TRAINING AIR WING FIVE		52813
TRAINING SQUADRON TWO		0393A
TRAINING SQUADRON THREE		0394A
TRAINING SQUADRON SIX		0397A
HELICOPTER TRAINING SQUADRON EIGHT		0411A
HELICOPTER TRAINING SQUADRON EIGHTEEN		52838
US CUSTOMS		6832J
BRANCH MEDICAL CLINIC		32558
NAVAL TELECOMMUNICATIONS CENTER (NTCC)	**	33283
NAVAL DENTAL CENTER		39069
TRAINING SQUADRON TWO FMS		41612
HELICOPTER TRAINING SQUADRON EIGHT FMS		42481
HELICOPTER TRAINING SQUADRON EIGHTEEN FMS		42482
PERSONNEL SUPPORT DETACHMENT		43083
TRAINING SQUADRON THREE FMS		43719
TRAINING SQUADRON SIX FMS		43720
STUDENT TRAWING FIVE		44988
NAVAL EDUCATION AND TRAINING SECURITY ASSISTANCE FIELD		
ACTIVITY (NETSAFA) DETACHMENT (SAUDI SCHOOL)		48575
NAVAL EDUCATION AND TRAINING SECURITY ASSISTANCE FIELD		
ACTIVITY (NETSAFA) DETACHMENT (PILOT PROGRAM)		48575
NAVAL AIR TRAINING MANAGEMENT SUPPORT ACTIVITY		
DETACHMENT (NATMSACTDET)		49155
DEFENSE COMMISSARY AGENCY		49224
NAVAL AIR WARFARE CENTER TRAINING SYSTEMS DIVISION (NAWCTSD)		61339
RESIDENT OFFICER IN CHARGE OF CONSTRUCTION (ROICC)		64461
NAVAL TRAINING AND METEOROLOGY AND OCEANOGRAPHY DETACHMENT		65782
MARINE AVIATION TRAINING SUPPORT GROUP DETACHMENT		67389
NAVAL CRIMINAL INVESTIGATIVE SERVICE		67556
NAVAL EDUCATION AND TRAINING PROGRAM MANAGEMENT SUPPORT		
ACTIVITY, HUMAN RESOURCES FIELD (SITE) OFFICE	***	41273
NAVAL EDUCATION AND TRAINING PROGRAM MANAGEMENT		
SUPPORT ACTIVITY, PHOTO LAB DEPARTMENT		68322
NAVAL RESERVE DET 282		88246
COAST GUARD LIAISON OFFICE		99-6217

- * UNDERGRADUATE PILOT TRAINING
- ** TRANSFERRED OUT IN APRIL 1994
- *** NEW UIC AS OF 01 MAY 1994

NASWF (33) ENVIRONMENTAL

ENVIRONMENTAL DATA CALL

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

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

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

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

Replaced w/ amend 2
2/2/94
CWE

ABBREVIATIONS

ABBREV	DEFINITION
AICUZ	AIR INSTALLATION COMPATIBLE USE ZONE
AQCA	AIR QUALITY CONTROL AREAS
BRACON	BRAC CONSTRUCTION
CA	CORRECTIVE ACTION
CERCLA	COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY ACT
CZM	COASTAL ZONE MANAGEMENT
CO	CARBON MONOXIDE
COE	CORPS OF ENGINEERS
CYD	CUBIC YARDS PER DAY
DERA	DEFENSE ENVIRONMENTAL RESTORATION ACCOUNT
EFD	ENGINEERING FIELD DIVISION
EPA	U. S. ENVIRONMENTAL PROTECTION AGENCY
ERC	EMISSION REDUCTION CREDITS
ESQD	EXPLOSIVE SAFETY QUANTITY DISTANCE
GPD	GALLONS PER DAY
HA	HAZARD ABATEMENT
HERF	HAZARD OF ELECTROMAGNETIC RADIATION TO FUEL
HERO	HAZARD OF ELECTROMAGNETIC RADIATION TO ORDINANCE
HERP	HAZARD OF ELECTROMAGNETIC RADIATION TO PERSONNEL
IR	INSTALLATION RESTORATION
IWTP	INDUSTRIAL WASTE TREATMENT PLANT
MCY	MILLION CUBIC YARDS
MILCON	MILITARY CONSTRUCTION
NMFS	NATIONAL MARINE FISHERIES SERVICE
NO ₂	NITROGEN DIOXIDE
NO _x	OXIDES OF NITROGEN
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

NPL	NATIONAL PRIORITY LIST
O & MN	OPERATION & MAINTENANCE, NAVY
OPA 90	OIL POLLUTION ACT OF 1990
PA	POLLUTION ABATEMENT
PCB's	POLYCHLORINATED BIPHENYLS
PM-10	PARTICULATE MATTER LESS THAN 10 MICRONS
RA	REMEDIAL ACTION
RCRA	RESOURCE CONSERVATION AND RECOVERY ACT
RD	REMEDIAL DESIGN
RI	REMEDIAL INVESTIGATION
SI	SITE INSPECTION
SIP	STATE IMPLEMENTATION PLAN (AIR)
SO ₂	SULFUR DIOXIDE
SPCC	SPILL PREVENTION, CONTROL, AND COUNTERMEASURES
TOP	TEMPORARY OPERATING PERMIT
UST's	UNDERGROUND STORAGE TANKS
USFWS	U.S. FISH AND WILDLIFE SERVICE
VOC	VOLATILE ORGANIC COMPOUND
WTP	WATER TREATMENT PLANT
WWTP	WASTE WATER TREATMENT PLANT

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

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

SPECIES (plant or animal)	Designation (Threatened/ Endangered)	Federal/ State	Critical / Designated Habitat (Acres)	Important Habitat (acres)
example: <i>Haliaeetus leucocephalus</i> - bald eagle	threatened	Federal	25	0
<i>Sarracenia leucophylla</i> , white top pitcher plant	endangered	FL	50	Note 1
<i>Illicium Floridanum</i> , Florida Anise-Tree	threatened	FL	19	Note 1
<i>Calamovilfa curtissii</i> , Curtis' sandgrass	endangered	FL	40	Note 1
<i>Baptisia hirsuta</i> , hairy wild indigo	threatened	FL	393	Note 1
<i>Drosea intermedia</i> , water sundew	threatened	FL	10	Note 1

NOTE 1: NO DATA AVAILABLE

SOURCE CITATION: **NO ANIMAL SURVEY HAS BEEN CONDUCTED.** PLANT INFORMATION
TAKEN FROM: "SURVEY OF RARE, THREATENED, AND ENDANGERED PLANTS AT NAVAL
AIR STATION, WHITING FIELD AND NEARBY OUTLYING LANDING FIELDS"
ENVIRONMENTAL PROTECTION SYSTEMS, INC. (1991)

See Attachment "One" (6-pages) R. Ryan, CNET N-4412
5/21/94
R. Spitzer
NASI 4/4/94

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT CONTINUED**1b.**

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

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

SEE ATTACHMENT ONE

1d.

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

1e.

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

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

2a.

Does your base possess federal jurisdictional wetlands?	YES
Has a wetlands survey in accordance with established standards been conducted for your base?	NO
When was the survey conducted or when will it be conducted? ____ / ____ / ____	NOTE 1
What percent of the base has been surveyed?	NONE
What is the total acreage of jurisdictional wetlands present on your base?	224 (NOTE 2)

NOTE 1: NO WETLANDS SURVEY HAS BEEN CONDUCTED WHICH COMPLIES WITH COE MANUAL

NOTE 2: BASED ON PRELIMINARY INFORMATION OBTAINED FROM THE WETLANDS INVENTORY, THERE ARE APPROXIMATELY 224 ACRES OF WETLANDS AT NASWF AND ITS 13 NOLFS.

SOURCE CITATION: NOT APPLICABLE

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

SUBMITTED ON DATA CALL 1

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

NO

3. CULTURAL RESOURCES

3a.

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

FOLLOWING BUILDINGS CONSIDERED INDIVIDUALLY ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER (NR) OF HISTORIC PLACES AS A MULTIPLE PROPERTY LISTING:

<u>BLDG. #</u>	<u>ORIGINAL USE</u>	<u>PRESENT USE</u>	
1406	HANGAR	SAME	*NOTE 1
1408	GROUND SCHOOL	SAME	*NOTE 1
1423	GROUND SCHOOL	SAME	
1424	HANGAR	SAME	*NOTE 1
1454	HANGAR	SAME	
1471	CONTROL TOWER	AIR OPERATIONS	*NOTE 1

FOLLOWING PROPERTIES CONTRIBUTE TO AN HISTORIC DISTRICT:

<u>BLDG. #</u>	<u>ORIGINAL USE</u>	<u>PRESENT USE</u>	
1401	ADMINISTRATION	SAME	
1401A	FLAG POLE	SAME	
1415	SUPPLY/DISBURSING	BANK/TELEPHONE	
1416	MEDICAL	BANK/POST OFFICE/OFFICES	
1417	POST OFC/CHAPEL/AUDITORIUM	CHAPEL/GYM/LIBRARY	
1428	LAUNDRY	SELF HELP	*NOTE 2
1429	INDUSTRIAL	SAME	*NOTE 1
1430	BRIG	SECURITY	
1404	GALLEY	HOBBY SHOP/MWR	*NOTE 1
1459	NAVCAD CLUB	CTW-5 QUARTERS	*NOTE 1
1452	POOL	SAME	*NOTE 3

* NOTE 1: DENOTES BUILDINGS WHICH NASWF IS IN NEGOTIATION WITH STATE HISTORIC PRESERVATION OFFICE (SHPO) TO HAVE REMOVED FROM ELIGIBILITY DUE TO SIGNIFICANT ALTERATIONS FROM ORIGINAL CONDITION.

** NOTE 2: NASWF IN NEGOTIATION WITH SHPO TO CONSIDER THIS BUILDING AS INDIVIDUAL PROPERTY ELIGIBLE FOR LISTING IN NR AND REMOVE IT FROM DISTRICT.

***NOTE 3: NASWF PROPOSED TO ADD THIS STRUCTURE TO LIST OF ELIGIBILITY IN NR.

3. CULTURAL RESOURCES CONTINUED**3b.**

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.	NO
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3c.

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

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

4a.

Does your base have an operating landfill?					NO
ID/Location of Landfill	Permitted Capacity (CYD)		Maximum Capacity (CYD)	Contents ¹	Permit Status
	TOTAL	Remaining			
NONE					

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

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

NASWF DOES NOT OPERATE A FACILITY OF THIS TYPE.

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

NO, NASWF DOES NOT OPERATE A FACILITY OF THIS TYPE.

4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?					YES
Facility/Type of Operation	Permitted Capacity	Ave Daily Throughput	Maximum Capacity	Permit Status	Comments
RECYCLING	NOTE 1	0.62 TONS	NOT DETERMINED	NOTE 1	ALUMINUM, PAPER, CARDBOARD, SOME METALS

NOTE 1: NO PERMIT REQUIRED

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

NONE

4. ENVIRONMENTAL FACILITIES CONTINUED

4d.

Does your base own/operate a Domestic Wastewater Treatment Plant(WWTP) ?					YES
ID/Location of WWTP	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status	Level of Treatment/Year Built
D057-160158/NASWF	.870 ** MGD	0.220 MGD*	1.05 MGD	TOP PENDING	SECONDARY/ 1944

jac
CNATRA N61
5/23/94

* OPERATING PERMIT APPLICATION DATA: PERMIT EXPIRES 6/7/94
APPLICATION FOR TEMPORARY OPERATING PERMIT HAS BEEN FILED.

** PERMITTED CAPACITY MAINTAINED UNDER 1.0 MGD TO REDUCE REPORTING REQUIREMENTS

List permit violations and discuss any projects to correct deficiencies.

jac
CNATRA N61
5/23/94

NONE

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

BASE OWNS AND OPERATES ITS OWN WWTP. CURRENTLY EFFLUENT DISCHARGED TO CLEAR CREEK IN COMPLIANCE WITH ALL PERMIT REQUIREMENTS. WITHIN APPROXIMATELY 2 YEARS, ANTICIPATE EFFLUENT TO BE LAND APPLIED THROUGH SPRINKLER SYSTEM.

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					NO
ID/Location of IWTP	Type of Treatment	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status
NONE					

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

NASWF DOES NOT OPERATE A FACILITY OF THIS TYPE.

4. ENVIRONMENTAL FACILITIES CONTINUED

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

NO

4h.

Does your base operate drinking Water Treatment Plants (WTP)?					YES
ID/Location of WTP	Operating (GPD)		Method of Treatment	Maximum Capacity	Permit Status
	Permitted Capacity	Daily Rate			
PWS ID# 1570489/ NASWF	0.479 MGD* SEE NOTE 1	0.468 MGD **	CHLORINATION FLUORIDATION CORROSION CONTROL GAC FILTERS TO REMOVE VOCs ON WELL WATER	2.448 MGD*	CURRENT EXP: 2003

see
CNATRA N61
5/23/94

* FROM CONSUMPTIVE USE PERMIT S880084

** AVERAGE OF FLOW FROM CY 93

NOTE 1: IF REQUIRED, MODIFICATION TO INCREASE PERMITTED CAPACITY COULD BE REQUESTED FROM WATER MANAGEMENT DISTRICT.

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

A VIOLATION OF TOTAL COLIFORM LIMITS OCCURRED IN JULY 1992. THIS CONDITION HAS BEEN CORRECTED. NO OTHER VIOLATIONS HAVE BEEN NOTED.

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

BASE OPERATES OWN WTP.

4j.

Does the presence of contaminants or lack of supply of water constrain base operations.	NO
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Explain: NO CONTAMINANTS CONSTRAIN BASE OPERATIONS.

4. ENVIRONMENTAL FACILITIES CONTINUED**4k.**

Other than those described above does your base hold any NPDES or stormwater permits? If YES, describe permit conditions. If NO, why not and provide explanation of plan to achieve permitted status.	YES
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APPLIED FOR GROUP PERMIT FOR STORM WATER NPDES THROUGH SOUTHERN DIVISION.

4l.

Does your base have bilge water discharge problem?	NO
Do you have a bilge water treatment facility?	NO

Explain: NASWF DOES NOT OPERATE A FACILITY OF THIS TYPE.

4m.

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

Explain: THIS FACILITY HAS NOT BEEN AWARE OR NOTIFIED OF ANY LOCAL LAWS/REGULATIONS APPLYING TO ENVIRONMENTAL FACILITIES.

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

NO EXPANSIONS/UPGRADES PROPOSED.

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

NO CAPACITY LIMITATIONS ON ANY OF THE FACILITIES.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCA) in which the base is located?

NORTHWEST DISTRICT, FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP)

Is the installation or any of its OLFs or non-contiguous base properties located in different AQCA's? **YES**. List site, location and name of AQCA.

ALL ALABAMA NOLFS, i.e. BARIN, WOLF, SILVERHILL, SUMMERDALE, BREWTON, EVERGREEN, ARE LOCATED IN ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT, (ADEM), MONTGOMERY, AL AREA

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

Site: **FLORIDA INSTALLATIONS**AQCA: **FDEP NORTHWEST DISTRICT**

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year ¹	Comments ²
CO	X			NOTE 1	
Ozone	X			NOTE 1	
PM-10	X			NOTE 1	
SO ₂	X			NOTE 1	
NO ₂	X			NOTE 1	
Pb	X			NOTE 1	

¹ Based on national standard for Non-Attainment areas or SIP for Maintenance areas.

² Indicate if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed within the Presidents FY1997 budget.

NOTE 1: NO DATA REQUIRED SINCE ALL REAL ESTATE IS LOCATED IN "ATTAINMENT" AREAS.

5. AIR POLLUTION CONTINUEDSite: **ALABAMA INSTALLATIONS**AQCA: **ADEM, MONTGOMERY AREA**

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year ¹	Comments ²
CO	X			NOTE 1	
Ozone	X			NOTE 1	
PM-10	X			NOTE 1	
SO ₂	X			NOTE 1	
NO ₂	X			NOTE 1	
Pb	X			NOTE 1	

¹ Based on national standard for Non-Attainment areas or SIP for Maintenance areas.² Indicate if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed within the Presidents FY1997 budget.**NOTE 1: NO DATA REQUIRED SINCE ALL REAL ESTATE IS LOCATED IN "ATTAINMENT" AREAS.**

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

Emission Sources (Tons/Year)					
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO	NOTE 1				
NO _x	NOTE 1				
VOC	NOTE 1				
PM10	NOTE 1				

Source Document: SEE NOTE 1

NOTE 1: THESE QUANTITIES ARE CURRENTLY BEING DEVELOPED THROUGH AN ENGINEERING FIRM (ESE/GAINESVILLE FL.) AND SHOULD BE AVAILABLE BY AUGUST 1994.

5. AIR POLLUTION CONTINUED

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

Emissions Sources (Tons/Year)					
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO	NOTE 1				
NOx	NOTE 1				
VOC	NOTE 1				
PM10	NOTE 1				

SOURCE DOCUMENT: SEE NOTE 1

NOTE 1: THESE QUANTITIES ARE CURRENTLY BEING DEVELOPED THROUGH AN ENGINEERING FIRM (ESE/GAINESVILLE FL.) AND SHOULD BE AVAILABLE BY AUGUST 1994.

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

NO KNOWN CHANGES

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

NO

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

NO RESTRICTIONS

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

NO, NO

6. ENVIRONMENTAL COMPLIANCE

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

Program	Survey Completed?	Costs in \$K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	*	0	0	0	0	0	0
Hazardous Waste	*	74	75	80	80	160	160
Safe Drinking Water Act	*	40	600	20	20	40	40
PCBs	1990	0	0	0	0	0	0
Other (non-PCB) Toxic Substance Control Act	NO	0	0	200	0	0	0
Lead Based Paint	NO **	15	18	22	26	62	74
Radon	1990	0	0	0	0	0	0
Clean Water Act	*	200	100	2,532	10	20	20
Solid Waste	*	0	0	200	0	0	0
Oil Pollution Act	*	25	25	0	20	0	20
USTs	1991	50	50	825	0	0	0
Other	NONE						
Total		404	868	3,879	156	282	314

NOTE 1: PROJECTIONS IN TABLE ABOVE ARE BASED UPON ACTIVITY GENERATED ENVIRONMENTAL BUDGET

* ON-GOING PROGRAM

** SITES ARE SAMPLED AS REQUIRED, ON-GOING PROGRAM

6. ENVIRONMENTAL COMPLIANCE

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

Program	Survey Completed?	Costs in \$K to correct deficiencies					
SEE NOTE 1		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	*	0	0	0	0	0	0
Hazardous Waste	*	50	50	30	30	60	60
Safe Drinking Water Act	*	40	600	60	60	120	120
PCBs	1990	0	0	0	0	0	0
Other (non-PCB) Toxic Substance Control Act	NO	0	0	200	0	0	0
Lead Based Paint	NO **	15	25	25	100	200	0
Radon	1990	0	0	0	0	0	0
Clean Water Act	*	200	100	2,532	35	70	70
Solid Waste	*	100	100	200	100	200	200
Oil Pollution Act	*	25	25	0	20	0	20
USTs	1991	50	50	825	0	0	0
Other	NONE						
Total		480	950	3,872	345	650	470

NOTE 1: PROJECTIONS IN TABLE ABOVE ARE BASED UPON ACTIVITY GENERATED ENVIRONMENTAL BUDGET

* ON-GOING PROGRAM

** SITES ARE SAMPLED AS REQUIRED, ON-GOING PROGRAM

Replaced by Amendment 2
[Signature]
CAVAT

6. ENVIRONMENTAL COMPLIANCE CONTINUED**6a. CONTINUED)**

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

HAZARDOUS WASTE

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
INCIDENTAL PROJECTS	629	FY 94	FY 01

* COST FOR INDIVIDUAL YEARS IS SHOWN IN TABLE 6A

SAFE DRINKING WATER ACT

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
DESIGN AND STUDY BACKFLOW REGULATORS	40	FY 94	FY 95
INSTALLATION OF BACKFLOW REGULATORS	600	FY 95	FY 95
NON-SCHEDULED MAINTENANCE	120	FY 96	FY 01

* COST FOR INDIVIDUAL YEARS IS SHOWN IN TABLE 6A

NON-PCB TOXIC SUBSTANCE CONTROL ACT

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
UPGRADE PESTICIDE BUILDING	200	FY 96	FY 97

* COST FOR INDIVIDUAL YEARS IS SHOWN IN TABLE 6A

LEAD BASED PAINT

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
REMOVAL AND DISPOSAL OF LEAD BASED PAINT AS HAZARDOUS WASTE	217	FY 94	FY 01

* COST FOR INDIVIDUAL YEARS IS SHOWN IN TABLE 6A

6. ENVIRONMENTAL COMPLIANCE CONTINUED**6a. CONTINUED)**

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

HAZARDOUS WASTE

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
INCIDENTAL PROJECTS	280	FY 94	RECURRING

* ANNUAL COST SHOWN IN TABLE 6A

SAFE DRINKING WATER ACT

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
DESIGN AND STUDY BACKFLOW REGULATORS	40	FY 94	FY 95
INSTALLATION OF BACKFLOW REGULATORS	600	FY 94	FY 95
ANNUAL MAINTENANCE ON BACKFLOW REGULATORS	360	FY 96	RECURRING

* ANNUAL COST SHOWN IN TABLE 6A

NON-PCB TOXIC SUBSTANCE CONTROL ACT

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
UPGRADE PESTICIDE BUILDING	200	FY 96	FY 97

* ANNUAL COST SHOWN IN TABLE 6A

LEAD BASED PAINT

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
REMOVAL AND DISPOSAL OF LEAD BASED PAINT AS HAZARDOUS WASTE	365	FY 94	RECURRING

* ANNUAL COST SHOWN IN TABLE 6A

*Replaced by Amend 2
T. H. H. H. H. H.
C. W. S.*

6. ENVIRONMENTAL COMPLIANCE CONTINUED**6a. CONTINUED)****CLEAN WATER ACT**

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
ILLICIT DISCHARGE CORRECTIONS	50	FY 94	FY 95
JP5 DISPENSING AREA UPGRADE	150	FY 94	FY 95
MISCELLANEOUS COMPLIANCE ISSUES	100	FY 95	FY 95
CONSTRUCT BEST MANAGEMENT PRACTICES	100	FY 96	FY 96
COMPLIANCE WITH STORMWATER NPDES PERMIT	10	FY 96	FY 96
TOXIC MANAGEMENT PROGRAM	25	FY 96	FY 96
TOXICITY REDUCTION PROGRAM	100	FY 96	FY 96
UPDATE WWTP	1,500	FY 96	FY 97
SANITARY SEWER LINE	250	FY 96	FY 96
PRE-TREATMENT FOR WWTP	500	FY 96	FY 96
PUMP STATION/ALARMS/GENERATION	22	FY 96	FY 96
NPDES PERMIT APPLICATION	25	FY 96	FY 96
COMPLIANCE WITH STORMWATER NPDES PERMIT	50	FY 97	FY 01

* COST FOR INDIVIDUAL YEARS IS SHOWN IN TABLE 6A

SOLID WASTE

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
CONSTRUCT COMPOST FACILITY	100	FY 96	FY 96

* COST FOR INDIVIDUAL YEARS IS SHOWN IN TABLE 6A

6. ENVIRONMENTAL COMPLIANCE CONTINUED**6a. CONTINUED)****CLEAN WATER ACT**

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
ILLICIT DISCHARGE CORRECTIONS	50	FY 94	FY 95
JP5 DISPENSING AREA UPGRADE	150	FY 94	FY 95
MISCELLANEOUS COMPLIANCE ISSUES	100	FY 95	FY 95
CONSTRUCT BEST MANAGEMENT PRACTICES	100	FY 96	FY 96
COMPLIANCE WITH STORMWATER NPDES PERMIT	10	FY 96	FY 96
TOXIC MANAGEMENT PROGRAM	25	FY 96	FY 96
TOXICITY REDUCTION PROGRAM	100	FY 96	FY 96
UPDATE WWTP	1,500	FY 96	FY 97
SANITARY SEWER LINE	250	FY 96	FY 96
PRE-TREATMENT FOR WWTP	500	FY 96	FY 96
PUMP STATION/ALARMS/GENERATION	22	FY 96	FY 96
NPDES PERMIT APPLICATION	25	FY 96	FY 96
COMPLIANCE WITH STORMWATER NPDES PERMIT	50	FY 97	RECURRING
TOXIC MANAGEMENT PROGRAM	125	FY 97	RECURRING

* ANNUAL COST SHOWN IN TABLE 6A

SOLID WASTE

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
DISPOSAL OF SOLID WASTE	100	FY 94	RECURRING
CONSTRUCT COMPOST FACILITY	100	FY 96	FY 96

* ANNUAL COST SHOWN IN TABLE 6A

*Replaced by Amend 2
R. Brown
CW 95*

6. ENVIRONMENTAL COMPLIANCE CONTINUED**6a. CONTINUED)****OIL POLLUTION ACT**

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
OPA 90 SPCC PLAN	25	FY 94	FY 94
MISCELLANEOUS REQUIREMENTS	25	FY 95	FY 95
OPA 90 RESPONSE PLANS	10	FY 97	FY 97
UPDATE SPCC PLAN	10	FY 97	FY 97
OPA 90 RESPONSE PLANS	10	FY 00	FY 00
UPDATE SPCC PLAN	10	FY 00	FY 00

* COST FOR INDIVIDUAL YEARS IS SHOWN IN TABLE 6A

USTs

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
TANK REMOVAL PROJECT DESIGN (PHASE I)	50	FY 94	FY 94
TANK REMOVAL PROJECT DESIGN (PHASE II)	50	FY 95	FY 95
REMOVE UNDERGROUND FUEL LINE	250	FY 96	FY 97
REMOVE LEAKING UST	170	FY 96	FY 96
REMEDIAL INVESTIGATION	350	FY 96	FY 96
UST REMEDIATION	50	FY 96	FY 96
LEAK DETECTION/PIPING	5	FY 96	FY 96

* COST FOR INDIVIDUAL YEARS IS SHOWN IN TABLE 6A

6. ENVIRONMENTAL COMPLIANCE CONTINUED**6a. CONTINUED)****OIL POLLUTION ACT**

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
OPA 90 SPCC PLAN	25	FY 94	FY 94
MISCELLANEOUS REQUIREMENTS	25	FY 95	FY 95
OPA 90 RESPONSE PLANS	10	FY 97	FY 97
UPDATE SPCC PLAN	10	FY 97	FY 97
OPA 90 RESPONSE PLANS	10	FY 00	FY 00
UPDATE SPCC PLAN	10	FY 00	FY 00

* ANNUAL COST SHOWN IN TABLE 6A

USTs

COMPLIANCE PROJECT	COST (\$K)	START	COMP. DATE
TANK REMOVAL PROJECT DESIGN (PHASE I)	50	FY 94	FY 94
TANK REMOVAL PROJECT DESIGN (PHASE II)	50	FY 95	FY 95
REMOVE UNDERGROUND FUEL LINE	250	FY 96	FY 97
REMOVE LEAKING UST	170	FY 96	FY 96
REMEDIAL INVESTIGATION	350	FY 96	FY 96
UST REMEDIATION	50	FY 96	FY 96
LEAK DETECTION/PIPING	5	FY 96	FY 96

* ANNUAL COST SHOWN IN TABLE 6A

Replaced by Amend 2
Revised
CWOS

6. ENVIRONMENTAL COMPLIANCE CONTINUED

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

6b.

Does your base have structures containing asbestos? YES What % of your base has been surveyed for asbestos? APPROX. 70% Are additional surveys planned? YES What is the estimated cost to remediate asbestos (\$K) 5000K. Are asbestos survey costs based on encapsulation, removal or a combination of both? BOTH

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

NOTE: FOLLOWING FIGURES ARE IN \$K

Funding Source		FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98-99	FY 00-01
O&MN									
	HA	NOTE 1	NOTE 1	NOTE 1	NOTE 1	NOTE 1	NOTE 1	NOTE 1	NOTE 1
	PA	0	0	0	0	0	0	0	0
	FT	296	210	310	300	320	320	640	640
	FX	40	65	70	73.5	177.2	181	370	418
	Other O&MN (DERA)	70	70	70	70	70	70	140	140
Other (specify)		0	0	0	0	0	0	0	0
TOTAL:		406	345	450	443.5	567.2	571	1150	1198

NOTE 1: ADMINISTERED UNDER NAVFAC

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

YES, STRIPPER FACILITY

6. ENVIRONMENTAL COMPLIANCE CONTINUED**6b.**Does your base have structures containing asbestos? **YES**What % of your base has been surveyed for asbestos? **APPROX. 70%**Are additional surveys planned? **YES**What is the estimated cost to remediate asbestos (\$K) **5000K**Are asbestos survey costs based on encapsulation, removal or a combination of both? **BOTH****6c.** Provide detailed cost of operational (environmental) compliance costs, with funding source.**NOTE: FOLLOWING FIGURES ARE IN \$K**

Funding Source	FY92	FY93	FY94	FY95	FY96	FY97	FY98-99	FY00-01
O&MN	NOTE 1	NOTE 1	NOTE 1	NOTE 1	NOTE 1	NOTE 1	NOTE 1	NOTE 1
HA	NOTE 2	NOTE 2	NOTE 2	NOTE 2	NOTE 2	NOTE 2	NOTE 2	NOTE 2
PA	500	200	888	285	2,785	123	400	600
DERA	70	70	70	70	70	70	140	140
FT	296	210	384	375	400	400	800	800
FX	79	366	400	217	300	300	600	600
MILCON	0	0	0	0	0	6,000	0	0
Other (specify)	0	0	0	0	0	0	0	0
TOTAL	945	846	1742	947	3,555	6,893	1,940	2,140

NOTE 1: SHOWN UNDER FT & FX

NOTE 2: ADMINISTERED UNDER NAVFAC

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

Replaced by Amad Z
R. Shanks
CWET

7. INSTALLATION RESTORATION**7a.**

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	YES
Is your base an NPL site or proposed NPL site?	YES

7. INSTALLATION RESTORATION CONTINUED

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

NAS WHITING FIELD

Site # or name	Type site ¹	Groundwater Contaminated ?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments
1	CERCLA	NO	NO	YES	(1) / 2004	RI/NOTE 1 R
2	CERCLA	NOTE 2	NO	YES	(0) / N/A	RI/NOTE 1 R
3	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1 R
4	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1 R
5	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1 R
6	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R
7	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1 R
8	CERCLA	NO	NO	YES	(1) / 2004	RI/NOTE 1 R
9	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R
10	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R
11	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R
12	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R
13	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R
14	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R
15	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R
16	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1 R

¹ Type site: CERCLA, RCRA corrective action (CA), UST or other (explain)

² Status = PA, SI, RI, RD, RA, long term monitoring, etc.

NOTE 1: BASED ON CURRENT DATA. ABOVE TABLE BASED ON TECHNICAL MEMO'S AND GROUNDWATER ASSESSMENT BY ABB ENVIRONMENTAL. INVESTIGATION INCOMPLETE.

NOTE 2: AWAITING COMPLETION OF INVESTIGATION.

NOTE 3: EXISTING DATA PRECLUDES MEANINGFUL COST AND TIMEFRAME DEVELOPMENT. COSTS AND COMPLETION DATES ARE BEST GUESS ESTIMATES. R

7. INSTALLATION RESTORATION CONTINUED

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

NAS WHITING FIELD

Site # or name	Type site ¹	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments
1	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
2	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
3	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
4	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
5	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
6	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
7	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
8	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
9	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
10	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
11	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
12	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
13	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
14	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
15	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
16	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
17	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1
18	CERCLA	NOTE 2	NO	YES	UNKNOWN	RI/NOTE 1

¹ Type site: CERCLA, RCRA corrective action (CA), UST or other (explain)

² Status = PA, SI, RI, RD, RA, long term monitoring, etc.

NOTE 1: BASED ON CURRENT DATA. ABOVE TABLE BASED ON TECHNICAL MEMO'S AND GROUNDWATER ASSESSMENT BY ABB ENVIRONMENTAL. INVESTIGATION INCOMPLETE.

NOTE 2: AWAITING COMPLETION OF INVESTIGATION.

7. INSTALLATION RESTORATION CONTINUED

7b. CONTINUED)

NAS WHITING FIELD (CONTINUED)

Site # or name	Type site ¹	Groundwater Contaminated ?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments	
17	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1	R
18	CERCLA	NOTE 2	NO	YES	(1) / 2004	RI/NOTE 1	R
29	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1	R
30	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1	R
31	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1	R
32	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1	R
33	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1	R

¹ Type site: CERCLA, 'RCRA corrective action (CA), UST or other (explain)

² Status = PA, SI, RI, RD, RA, long term monitoring, etc.

NOTE: SEE NOTES ON PAGE 19

R

NOLF BARIN

Site # or name	Type site ¹	Groundwater Contaminated ?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments	
19	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1	R
20	CERCLA	YES	NO	YES	(1) / 2004	RI/NOTE 1	R
21	CERCLA	NO	NO	YES	(0) / N/A	RI/NOTE 1	R
22	CERCLA	NO	NO	YES	(.1) / 2004	RI/NOTE 1	R
23	CERCLA	NO	NO	YES	(0) / N/A	RI/NOTE 1	R
24	CERCLA	NO	NO	YES	(.1) / 2004	RI/NOTE 1	R
25	CERCLA	NO	NO	YES	(.1) / 2004	RI/NOTE 1	R
26	CERCLA	NO	NO	YES	(0) / N/A	RI/NOTE 1	R
27	CERCLA	NO	NO	YES	(0) / N/A	RI/NOTE 1	R
28	CERCLA	NO	NO	YES	(0) / N/A	RI/NOTE 1	R

¹ Type site: CERCLA, 'RCRA corrective action (CA), UST or other (explain)

² Status = PA, SI, RI, RD, RA, long term monitoring, etc.

NOTE 1: SEE NOTES ON PAGE 19

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7. INSTALLATION RESTORATION CONTINUED**7b. CONTINUED)****NAS WHITING FIELD (CONTINUED)**

Site # or name	Type site ¹	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments
29	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
30	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
31	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
32	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
33	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1

¹ Type site: CERCLA, RCRA corrective action (CA), UST or other (explain)

² Status = PA, SI, RI, RD, RA, long term monitoring, etc.

NOTE 1: BASED ON CURRENT DATA. ABOVE TABLE BASED ON TECHNICAL MEMO'S AND GROUNDWATER ASSESSMENT BY ABB ENVIRONMENTAL. INVESTIGATION INCOMPLETE.

NOTE 2: AWAITING COMPLETION OF INVESTIGATION.

NOLF BARIN

Site # or name	Type site ¹	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete (\$M)/Est. Compl. Date	Status ² /Comments
19	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
20	CERCLA	YES	NO	YES	UNKNOWN	RI/NOTE 1
21	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
22	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
23	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
24	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
25	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
26	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
27	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1
28	CERCLA	NO	NO	YES	UNKNOWN	RI/NOTE 1

¹ Type site: CERCLA, RCRA corrective action (CA), UST or other (explain)

² Status = PA, SI, RI, RD, RA, long term monitoring, etc.

NOTE 1: SEE NOTES ABOVE

7. INSTALLATION RESTORATION CONTINUED

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

NONE KNOWN. INVESTIGATION IS INCOMPLETE

7d.

Is there a groundwater treatment system in place?	NO
Is there a groundwater treatment system planned?	NOTE 1

NOTE 1: UNKNOWN. INVESTIGATION INCOMPLETE.

State scope and expected length of pump and treat operation.

UNKNOWN. INVESTIGATION INCOMPLETE.

7e.

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

BY FDEP IN CY 93

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

NO, NASWF DOES NOT OPERATE A FACILITY OF THIS TYPE.

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

SAME AS 7F.

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

YES, REMOVE THREE(3) OUTDATED UNDERGROUND STORAGE TANKS AND PERFORM SITE REMEDIATION AT NAVY EXCHANGE SERVICE STATION.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land?	NO
---	-----------

Explain: **NO LIMITATIONS ON FURTHER LAND USE.**

NASWF (33) ENVIRONMENTAL

7. INSTALLATION RESTORATION CONTINUED

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

NONE KNOWN. INVESTIGATION IS INCOMPLETE

7d.

Is there a groundwater treatment system in place?	NO
Is there a groundwater treatment system planned?	NOTE 1

NOTE 1: UNKNOWN. INVESTIGATION INCOMPLETE.

State scope and expected length of pump and treat operation.

UNKNOWN. INVESTIGATION INCOMPLETE.

7e.

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

BY FDEP IN CY 93

7f. Does your base operate any "Conforming Storage" facilities for handling hazardous materials?

If YES, describe facility, capacity, restrictions, and permit conditions.

NO, NASWF DOES NOT OPERATE A FACILITY OF THIS TYPE.

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

SAME AS 7F.

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

YES, REMOVE THREE(3) OUTDATED UNDERGROUND STORAGE TANKS AND PERFORM SITE REMEDIATION AT NAVY EXCHANGE SERVICE STATION.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land?	NO
---	-----------

Explain: **NO LIMITATIONS ON FURTHER LAND USE.**

NASWF (33) ENVIRONMENTAL

Revised 25 MAY 94 UIC 60508

7. INSTALLATION RESTORATION CONTINUED

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

NO

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

NONE

8. LAND/AIR/WATER USE

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

Parcel Descriptor	Acres	Location
MAIN BASE	3,922	MILTON, FL.
<u>NOLF'S</u>		
BARIN	810	FOLEY, AL.
SAUFLEY	(NOTE 1)	PENSACOLA, FL.
SITE 8	640	PENSACOLA, FL.
HOLLEY	697	HOLLEY-NAVARRE, FL.
SANTA ROSA	737	MILTON, FL.
SILVERHILL	400	ROBERTSDALE, AL.
SPENCER	640	PACE, FL.
SUMMERDALE	565	SUMMERDALE, AL.
WOLF	422	FOLEY, AL.
MIDDLETON (NOTE 2)	440	EVERGREEN, AL.
BREWTON (NOTE 3)	673	BREWTON, AL.
PACE	207	WALLACE, FL.
HAROLD	573	HAROLD, FL.
<u>SUBTOTAL</u>	10,726	
HOUSING	84	MILTON, FL.
OFF BASE REC AREA	28	MILTON, FL.
<u>SUBTOTAL</u>	112	
<u>REMOTE ANTENNA SITES</u>		
ALLENTOWN	3	ALLENTOWN, FL.
BROOKLYN	1	BROOKLYN, AL.
GATESWOOD	1	BAY SPRINGS, AL.
WALNUT HILL	1	WALNUT HILL, FL.
<u>SUBTOTAL</u>	6	
<u>TOTAL</u>	10,844	

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SEE NOTES ON NEXT PAGE

8. LAND/AIR/WATER USE

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

Parcel Descriptor	Acres	Location
MAIN BASE	3,922	MILTON, FL.
<u>NOLF'S</u>		
BARIN	810	FOLEY, AL.
SAUFLEY	(NOTE 1)	PENSACOLA, FL.
SITE 8	640	PENSACOLA, FL.
HOLLEY	697	HOLLEY-NAVARRE, FL.
SANTA ROSA	737	MILTON, FL.
SILVERHILL	400	ROBERTSDALE, AL.
SPENCER	640	PACE, FL.
SUMMERDALE	565	SUMMERDALE, AL.
WOLF	422	FOLEY, AL.
MIDDLETON (NOTE 2)	440	EVERGREEN, AL.
BREWTON (NOTE 3)	673	BREWTON, AL.
PACE	207	WALLACE, FL.
HAROLD	573	HAROLD, FL.
<u>SUBTOTAL</u>	10,726	
HOUSING	98	MILTON, FL.
OFF BASE REC AREA	6	MILTON, FL.
<u>SUBTOTAL</u>	104	
<u>REMOTE ANTENNA SITES</u>		
ALLENTOWN	3	ALLENTOWN, FL.
BROOKLYN	1	BROOKLYN, AL.
GATESWOOD	1	BAY SPRINGS, AL.
WALNUT HILL	1	WALNUT HILL, FL.
<u>SUBTOTAL</u>	6	
<u>TOTAL</u>	10,836	

SEE NOTES ON NEXT PAGE

8. LAND/AIR/WATER USE CONTINUED

NOTE 1: AIRFIELD ON PLANT PROPERTY LISTING FOR NETPMSA SAUFLEY. USED BY TRAINING AIR WING FIVE UNDER INTER-SERVICE AGREEMENT (ISSA).

NOTE 2: CIVIL AIRPORT OWNED AND OPERATED BY THE CITY OF EVERGREEN, ALABAMA. THE NAVY LEASES THE USE OF THE RUNWAYS FOR FLIGHT TRAINING.

NOTE 3: CIVIL AIRPORT OWNED AND OPERATED BY THE CITY OF BREWTON, ALABAMA. THE NAVY LEASES THE USE OF THE RUNWAYS FOR FLIGHT TRAINING.

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

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		1368
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)	Wetlands:	224
	All Others:	12
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		5442
Total Undeveloped land considered to be without development constraints		3790
Total Off-base lands held for easements/lease for specific purposes		25
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	2
	HERF	0
	HERP	0
	HERO	27
	AICUZ	2546
	Airfield Safety Criteria	2736
	Other	0

8. LAND/AIR/WATER USE CONTINUED

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes. **NONE**

ALTHOUGH ALL THE PROPERTY OF NAS WHITING FIELD SUPPORTS THE TRAINING MISSION OF THE ACTIVITY, NONE OF THE LAND IS DESIGNATED AS TRAINING AREAS.

8d. What is the date of your last AICUZ update? **FEB/1994** Are any waivers of airfield safety criteria in effect on your base? Y/N Summarize the conditions of the waivers below.

YES. GENERAL WAIVERS CONCERNING NAVIGATIONAL EQUIPMENT, BUILDINGS, APPROACH ZONES, WINDSOCKS, AIRFIELD LIGHTING, VAULTS, AND CRASH CREW POSITIONS.

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

NO LDN ABOVE 60 LOCATED OFF BASE AT NASWF OR THE NOLF'S

Acreage/Location/ID	Zones 2 or 3	Land Use	Compatible/ Incompatible
NONE			

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

QUESTION NOT VALID FOR THIS COMMAND.

Navigational Channels/ Berthing Areas	Location / Description	Maintenance Dredging Requirement			
		Frequency	Volume (MCY)	Current Project Depth (FT)	Cost (\$M)
NONE					

8g. Summarize planned projects through FY 1997 requiring new channel or berthing area dredged depths, include location, volume and depth.

QUESTION NOT VALID FOR THIS COMMAND.

8. LAND/AIR/WATER USE CONTINUED**8h.****QUESTIONS NOT VALID FOR THIS COMMAND.**

Are there available designated dredge disposal areas for maintenance dredging material? List location, remaining capacity, and future limitations.	
Are there available designated dredge disposal areas for new dredge material? List location, remaining capacity, and future limitations.	
Are the dredged materials considered contaminated? List known contaminants.	

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

FLORIDA: ALL COASTAL COUNTIES ARE PART OF THE CZM PLAN. ANY NASWF REAL ESTATE WOULD BE REGULATED BY FLCZM.

ALABAMA: NORMALLY THE 10' CONTOUR LINE. DOES NOT INCLUDE ANY NASWF REAL ESTATE.

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

NONE

8k.

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

NO, IT WOULD NOT EFFECT CURRENT OR FUTURE OPERATIONS OR ACTIVITIES.

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

NONE

9. WRAPUP

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

NO

9b. Are there any other environmental permits required for base operations, include any relating to industrial operations.

YES, STORMWATER NPDES HAS BEEN APPLIED FOR.

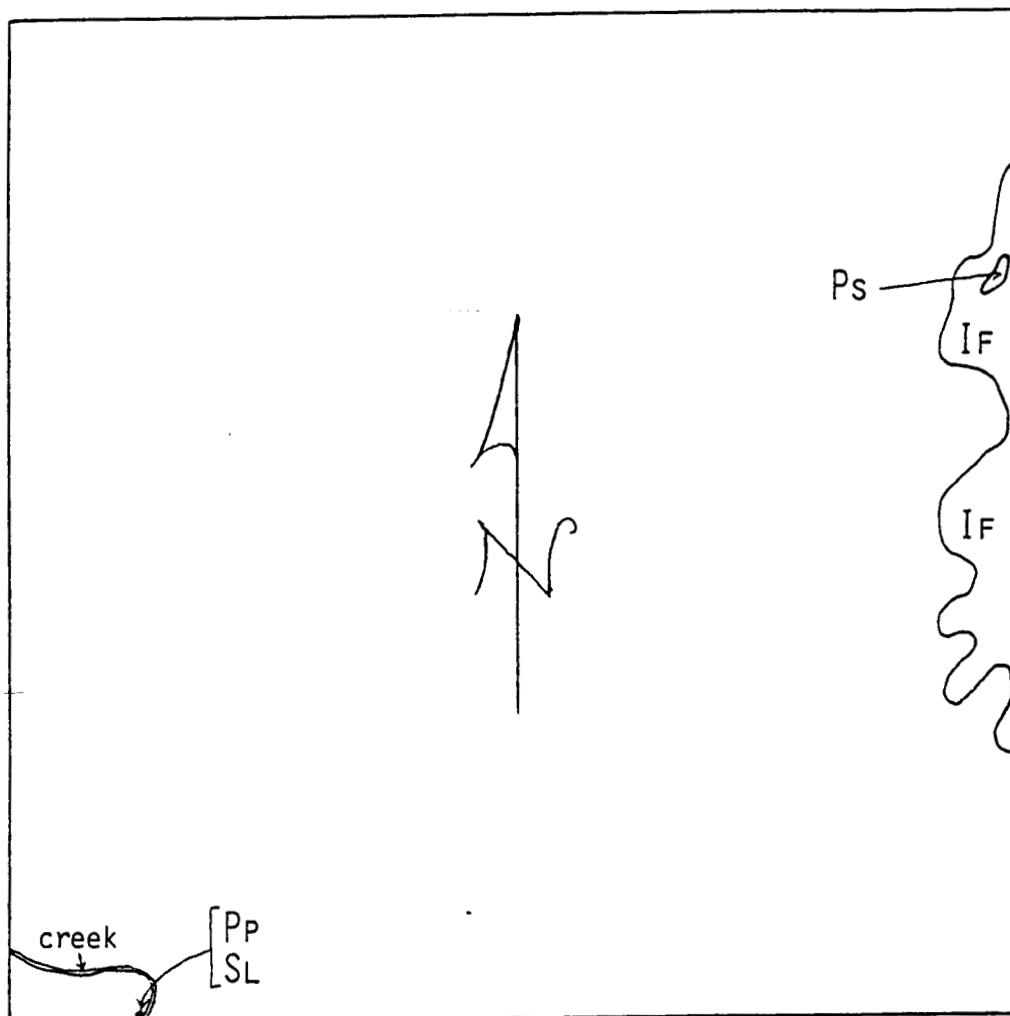
9c. Describe any other environmental or encroachment restrictions on base property not covered in the previous 8 sections.

NONE

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

NONE

Map Showing Locations of Rare Plants at OLF Site 8-A



T/FL IF = Illicium floridanum

Ps = Peltandra sagittifolia

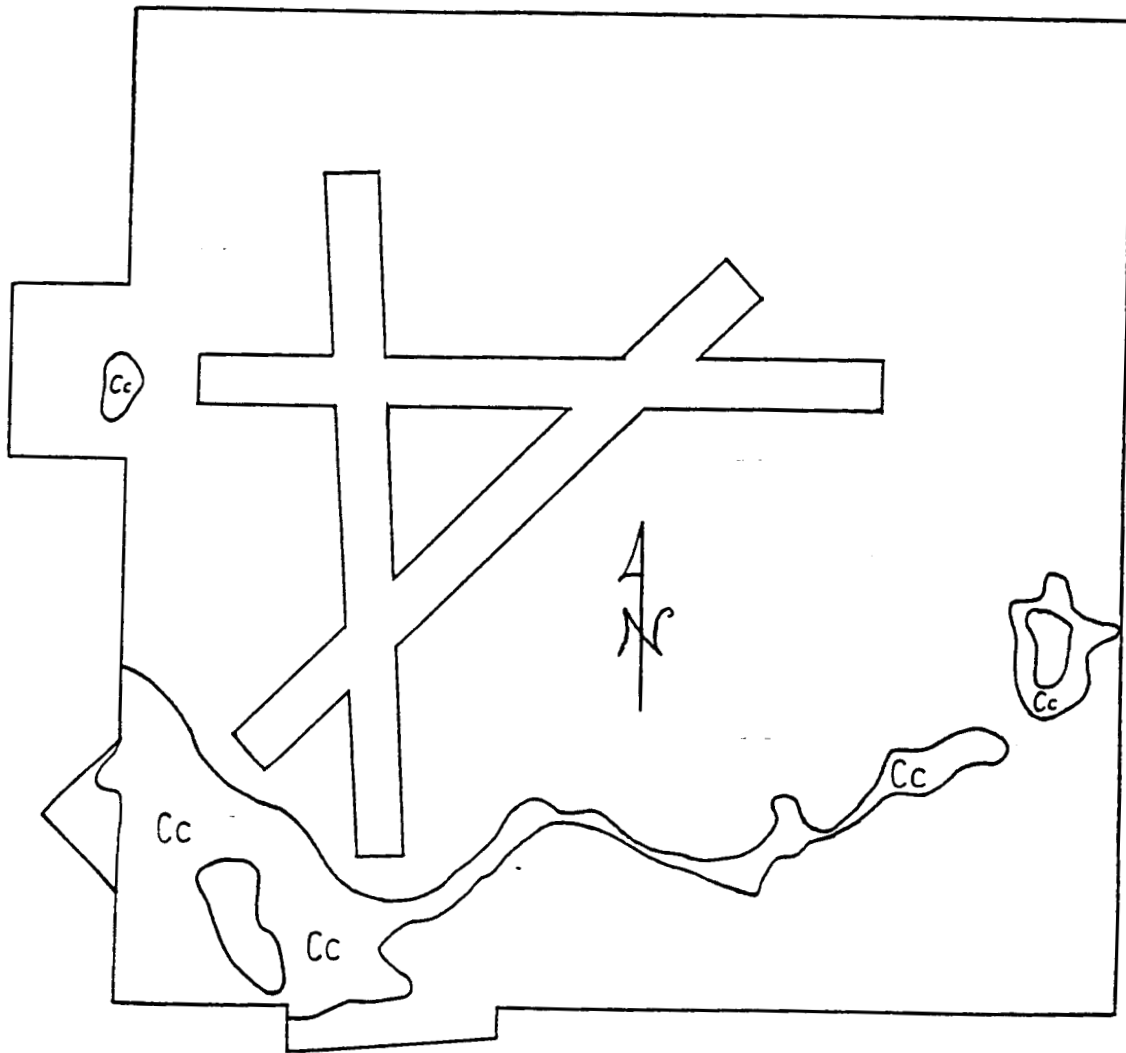
T/AL PP = Pinguicula primuliflora

E/FL SL = Sarracenia leucophylla

Scale: 1 inch = 1,000 ft

Map Showing Locations of Calamovilfa curtissii at OLF Holley

Rock



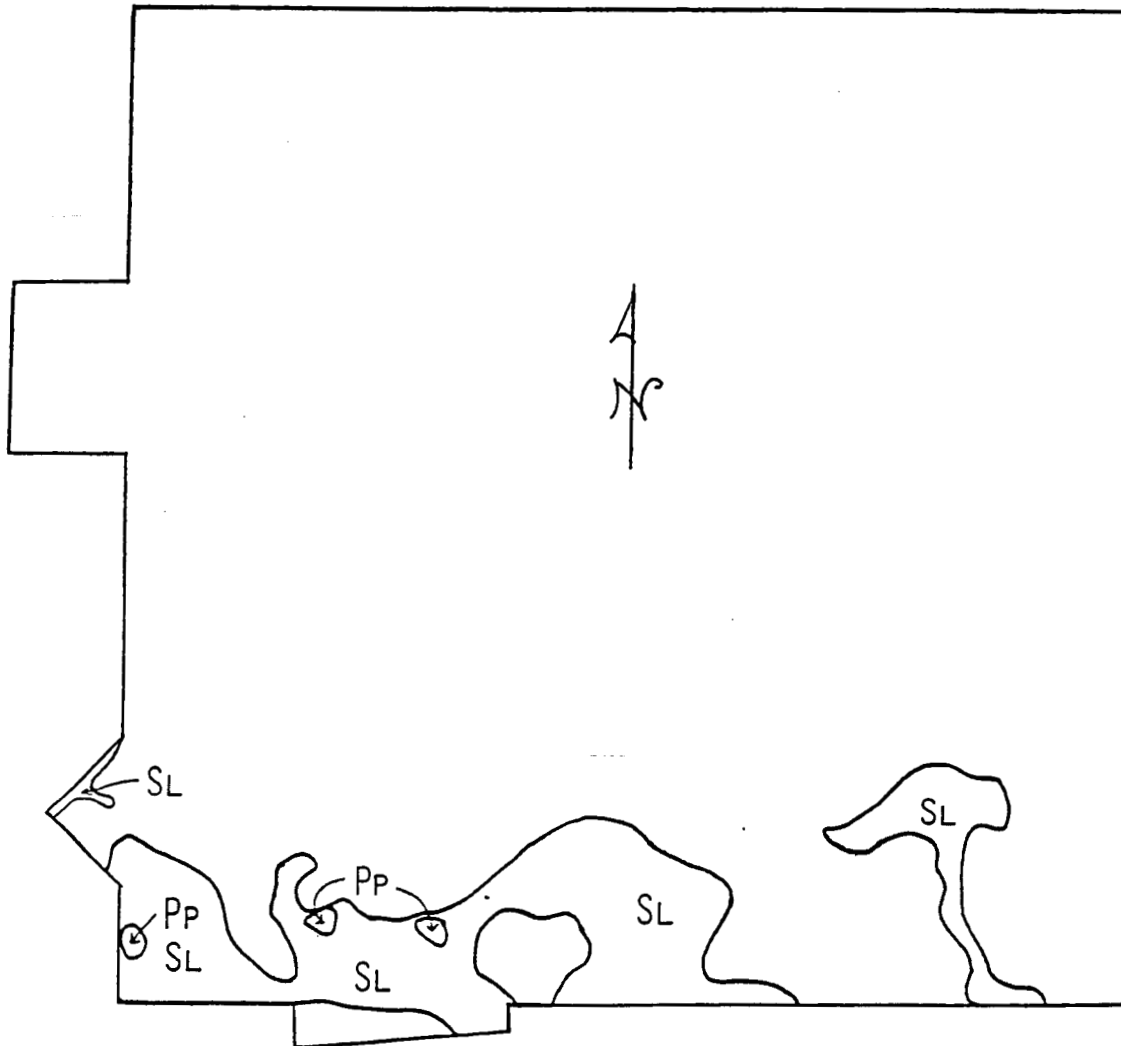
ε/FL Cc = Calamovilfa curtissii

Scale: 1 inch = 1,000 ft

Map Showing Locations of Sarracenia leucophylla
and Pinguicula planifolia at OLF Holley

THREATENED

THREATENED

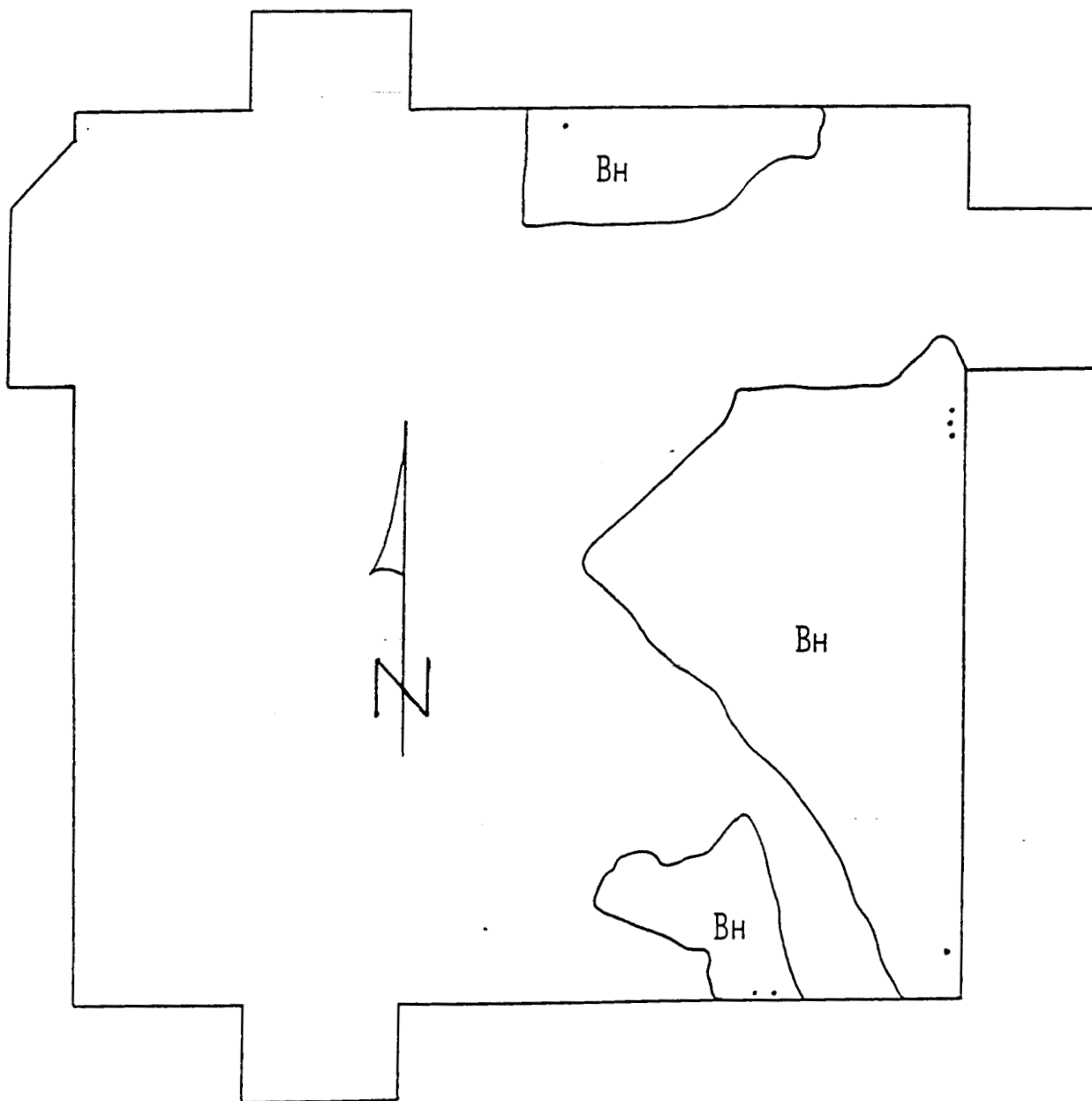


PP = Pinguicula planifolia
SL = Sarracenia leucophylla

Scale: 1 inch = 1,000 ft

Map Showing Locations of Baptisia hirsuta at OLF Santa Rosa

Thicket

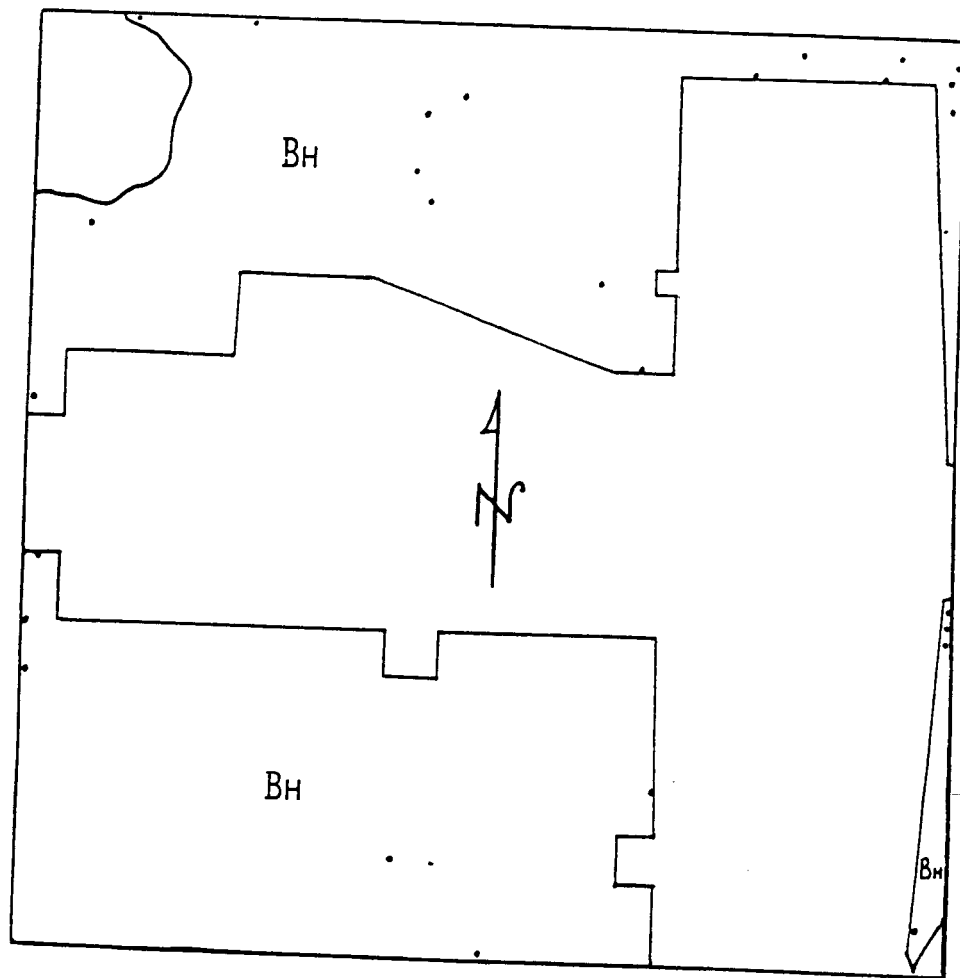


FL/T BH = Baptisia hirsuta

Scale: 1 inch = 1,000 ft

Map Showing Locations of Baptisia hirsuta at OLF Harold

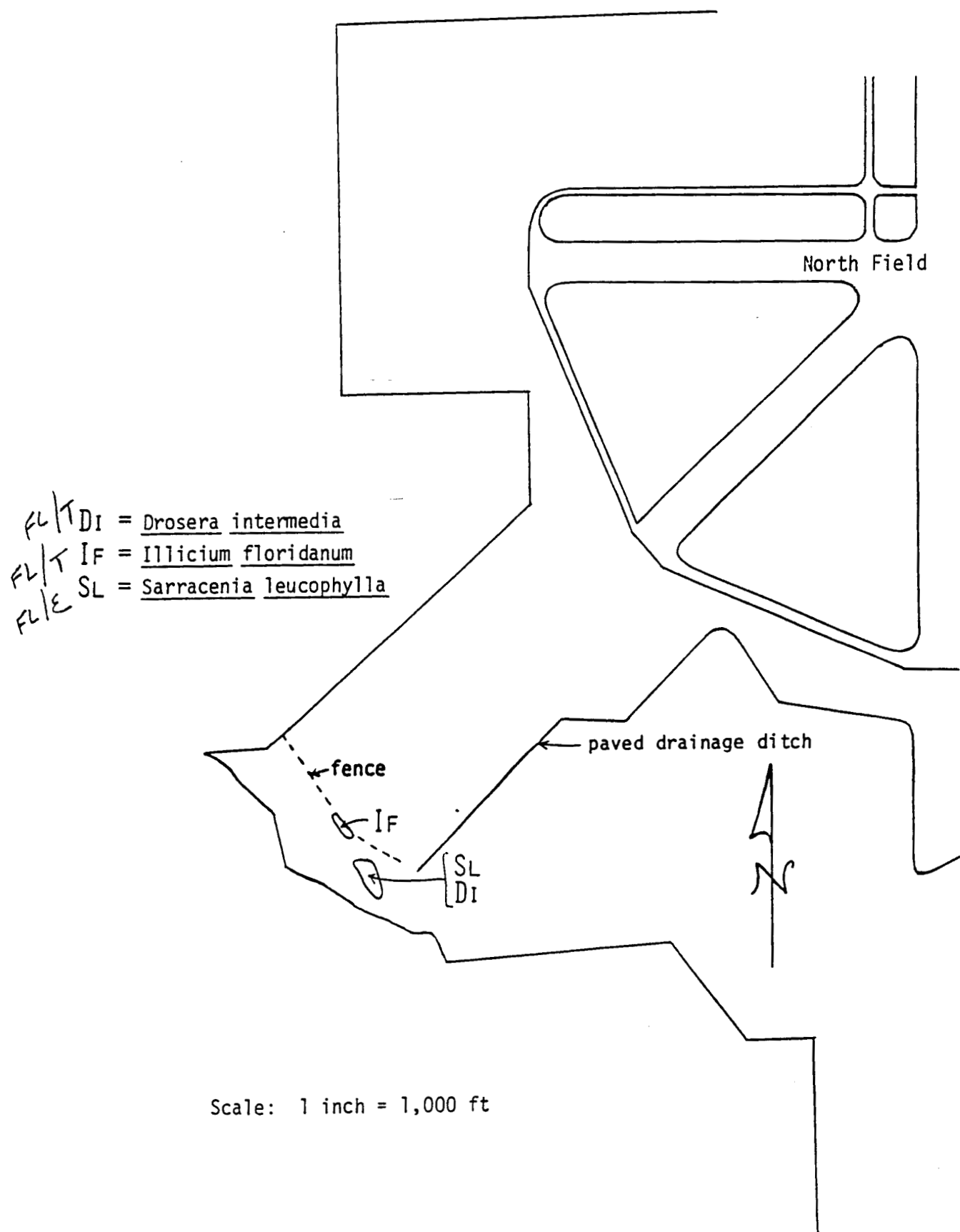
Threatened



FL/T BH = Baptisia hirsuta

Scale: 1 inch = 1,000 ft

Map Showing Locations of Rare Plants at NAS Whiting Field



Command: NAS Whiting Field

Data Call Number Thirty-Three Amendment One

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND

NAME


Signature

Acting

Title

6/7/94
Date

CNET

Activity

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

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

P. W. DRENNON

NAME


Signature

ACTING
Title

6/24/94
Date

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

WB Hayden
Signature

Chief of Naval Air Training
Title

Date

2 June 94

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL 33
NAS WHITING FIELD, UIC 60508

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

~~W. B. HAYDEN, RADN, USN~~

NAME (Please type or print)

P.R. Statskey
Signature

Chief of Naval Air Training (ACTING)

Title

Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

CERTIFICATION OF BRAC 95
DATA CALL 33, AMENDMENT TWO
(ENVIRONMENTAL) INFORMATION

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

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

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

ACTIVITY COMMANDER

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

R. O. Abshier
NAME

Commander
Title

Training Air Wing FIVE
Activity

R. O. Abshier
Signature

25 MAY 94
Date

Enclosure (4)

CERTIFICATION OF BRAC 95
DATA CALL 33 (ENVIRONMENTAL) INFORMATION

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

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ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

19 MAY 94
Date

Training Air Wing FIVE
Activity

Enclosure (4)

CERTIFICATION OF BRAC 95
DATA CALL 33, AMENDMENT TWO
(ENVIRONMENTAL) INFORMATION

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ACTIVITY COMMANDER

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

L. K. TANDE

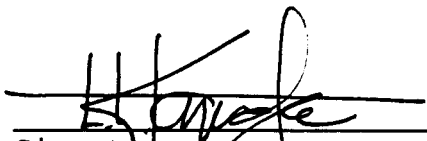
NAME

Commanding Officer

Title

NAS Whiting Field

Activity



Signature
5/25/94

Date

Enclosure (4)

CERTIFICATION OF BRAC 95
DATA CALL 33 (ENVIRONMENTAL) INFORMATION

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ACTIVITY COMMANDER

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

S. L. Vickers
NAME

Commanding Officer, Acting
Title

NAS Whiting Field
Activity


Signature

19 MAY 94
Date

Enclosure (4)

229

Command: NAS Whiting Field

**Data Call Number Thirty-Three/Amendments One and Two Revisions
(Pages 19, 20, and 22)**

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN

NAME

PET

Signature

Acting

Title

10/28/94

Date

CNET

Activity

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

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

W. A. EARNER

NAME

W. A. Earner 11/7/94

Signature

Title

Date

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

P R Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

250894
Date

NAVAL AIR TRAINING COMMAND
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

CERTIFICATION OF BRAC 95
DATA CALL 33, (ENVIRONMENTAL)
CHANGE THREE INFORMATION

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

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ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

19 OCT 94
Date

Training Air Wing FIVE
Activity

Enclosure (4)

CERTIFICATION OF BRAC 95
DATA CALL 33, (ENVIRONMENTAL)
CHANGE THREE INFORMATION

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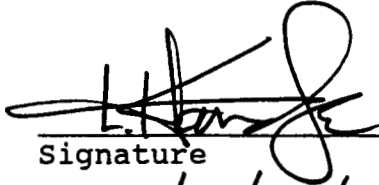
ACTIVITY COMMANDER

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

L. K. TANDE
NAME

Commanding Officer
Title

NAS Whiting Field
Activity


Signature

10/19/94
Date

Enclosure (4)

Document Separator

Training
Air Stations

<u>1988</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
STRIKE	315	105		4
MARITIME	282	26	30	27
ROTARY	357	193	14	15
E2/C2	58			
PRIMARY PILOT	1187	349	45	47
PRIMARY NFO	539	51	2	9

<u>1989</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
STRIKE	341	109		4
MARITIME	279	26	25	31
ROTARY	402	193	25	21
E2/C2	63			
PRIMARY PILOT	1073	330	59	49
PRIMARY NFO	614	48	2	13

<u>1990</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
STRIKE	315	126		16
MARITIME	283	26	20	32
ROTARY	357	193	23	26
E2/C2	63			
PRIMARY PILOT	1074	364	49	51
PRIMARY NFO	543	55	3	13

<u>1991</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
STRIKE	259	129		13
MARITIME	220	25	42	34
ROTARY	287	193	25	39
E2/C2	43			
PRIMARY PILOT	633	407	68	69
PRIMARY NFO	380	55	2	9

NOTE 1: Weapons Systems Operator Curriculum did not exist FY-88 to FY-91.

2. The FY 88-FY 91 NFO curriculum utilized a different syllabus than the current NFO curriculum.

SUBJ: PIPELINE COMPLETION TOTALS FOR FY88 TO FY91

1. The pipeline completions totals are as follows:

<u>1988</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
RIO	60			
TN	107	32		
OJN	76		2	
ATDS	61			
NAV	190			
<u>1989</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
RIO	68	2		
TN	114	38		
OJN	74			
ATDS	61		1	
NAV	199			4
<u>1990</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
RIO	65	6		
TN	130	49		
OJN	75			
ATDS	63		1	
NAV	203			16
<u>1991</u>	<u>USN</u>	<u>MARINE</u>	<u>CG</u>	<u>FMS</u>
RIO	64	8		
TN	95	34		
OJN	56			
ATDS	54		4	
NAV	93			6

NOTE 1: Weapons Systems Operator Curriculum did not exist FY-88 to FY-91.

2. The FY88-FY91 NFO curriculum utilized a different syllabus than the current NFO curriculum.

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Chief of Naval Air Training
Title

Naval Air Training Command
Activity

W B Hayden
Signature
3 June 94

Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

Command: CNATRA

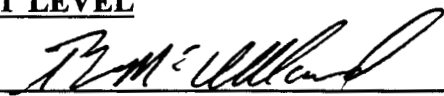
Data Call Number Three Amendment Two

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND

NAME


Signature

Acting

Title

3 JUNE 94
Date

CNET

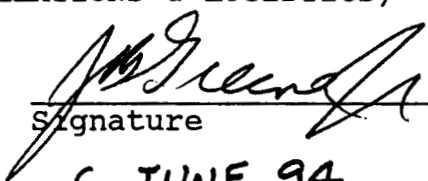
Activity

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

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

J. B. GREENE, JR.

NAME (Please type or print)


Signature

ACTING

Title

6 JUNE 94
Date

Document Separator

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

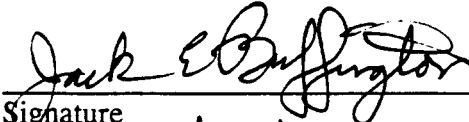
Installation Name:		WHITING FLD FL NAS		
Unit Identification Code (UIC):		N60508 #229		
Major Claimant:		CNET		
Project FY	Project No.	Description	Appn	Project Cost Avoid (\$000)
1998	223	APPROACH LIGHTING	MCON	1,600
1998	230	JPATS TRAINER BLDG MODS	MCON	600
		Sub-Total - 1998		2,200
1999	192	TAXIWAY	MCON	600
1999	231	JPATS CORR CONTRL HANGAR	MCON	5,000
1999	232	JPATS TEST CELL	MCON	5,000
1999	233	OLF RUNWAY UPGRADE	MCON	7,400
		Sub-Total - 1999		18,000
2000	150	GYM AND LIBRARY FACILITY	MCON	3,350
2000	234	RUNWAYS	MCON	9,500
		Sub-Total - 2000		12,850
2001	193	ACQ CLEAR ZONES OLF HOLLEY	MCON	4,200
		Sub-Total - 2001		4,200
		Grand Total		37,250

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

COMMANDER
Title


Signature
7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity


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

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

W. A. EARNER

NAME (Please type or print)

Title


Signature
7/18/94
Date

BRAC-95 CERTIFICATION

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

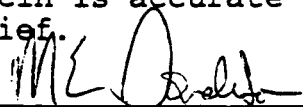
MARK E. DONALDSON
NAME (Please type or print)

CDR, CEC, USN
Title

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity


Signature
12 July 1994
Date

Enclosure (1)

**BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE**

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,
2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,
3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

Projects listed in Tables 1 and 2 with potential cost avoidance were determined as meeting any one of the following criteria:

Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than \$15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

Document Separator

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

Activity Name:	NAS WHITING FIELD
UIC:	60508 (SEE ADDITIONAL UIC'S BELOW)
Major Claimant:	CNET (UIC: 00062)

NAS WHITING FIELD	PRIMARY UIC	60508
	UPT *	42096
	UPT *	30784
	UPT *	41996
	UPT *	30785
	UPT *	60234
	UPT *	60237
	RETAIL STORE	66412
TRAINING AIR WING FIVE		52813
TRAINING SQUADRON TWO		0393A
TRAINING SQUADRON THREE		0394A
TRAINING SQUADRON SIX		0397A
HELICOPTER TRAINING SQUADRON EIGHT		0411A
HELICOPTER TRAINING SQUADRON EIGHTEEN		52838
U.S. CUSTOMS		6832J
BRANCH MEDICAL CLINIC		32558
NAVAL COMPUTER AND TELECOMMUNICATIONS STATION (NCTS) DET		33283
NAVAL DENTAL CENTER		39069
TRAINING SQUADRON TWO FMS		41612
HELICOPTER TRAINING SQUADRON EIGHT FMS		42481
HELICOPTER TRAINING SQUADRON EIGHTEEN FMS		42482
PERSONNEL SUPPORT DETACHMENT		43083
TRAINING SQUADRON THREE FMS		43719
TRAINING SQUADRON SIX FMS		43720
STUDENT TRAWING FIVE		44988
NAVAL EDUCATION AND TRAINING SECURITY ASSISTANCE FIELD		
ACTIVITY (NETSAFA) DETACHMENT (SAUDI SCHOOL)		48575

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

NAVAL EDUCATION AND TRAINING SECURITY ASSISTANCE FIELD ACTIVITY (NETSAFA) DETACHMENT (PILOT PROGRAM)	48575
NAVAL AIR TRAINING MANAGEMENT SUPPORT ACTIVITY DETACHMENT (NATMSACTDET)	49155
DEFENSE COMMISSARY AGENCY	49224
NAVAL AIR WARFARE CENTER TRAINING SYSTEMS DIVISION (NAWCTSD)	61339
RESIDENT OFFICER IN CHARGE OF CONSTRUCTION (ROICC)	64461
NAVAL TRAINING AND METEOROLOGY AND OCEANOGRAPHY DETACHMENT	65782
MARINE AVIATION TRAINING SUPPORT GROUP DETACHMENT	67389
NAVAL CRIMINAL INVESTIGATIVE SERVICE	67556
NAVAL EDUCATION AND TRAINING PROGRAM MANAGEMENT SUPPORT ACTIVITY, HUMAN RESOURCES FIELD (SITE) OFFICE	41273
NAVAL EDUCATION AND TRAINING PROGRAM MANAGEMENT SUPPORT ACTIVITY, PHOTO LAB DEPARTMENT	68322
NAVAL RESERVE DET 282	88246
COAST GUARD LIAISON OFFICE	99-6217

*** UNDERGRADUATE PILOT TRAINING**

General Instructions/Background:

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

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

General Instructions/Background (Continued):

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

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

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

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

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

1. Workforce Data

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

Average Appropriated Fund Civilian Salary Rate:	<div style="text-align: right; margin-right: 20px;">\$32,601</div> <div style="text-align: center;"> \$33,892 ANNUAL SALARY \$16.24 SALARY RATE </div>
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* *CHATRA N72*
7/14/94

Source of Data (1.a. Salary Rate): Human Resources Office, Survey, Comptroller.

* ACTUAL FY 93 CPRRS DATA, CIVILIAN PAY RAISES FOR FY 94 (3.9%), FY 95 (1.6%), FY 96 (2.2%)

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

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

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
SANTA ROSA	FL	1167	186	60 58.1%	12	20
ESCAMBIA	FL	799	49	37.6 40.1%	35	45
OTHER	FL/AL	35	19	2.5 1.8%	45	60
TOTALS		2,001	254	= 100%		

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

2) Location of Government (DoD) Housing. If some employees of the base live in government housing, identify the county(s) where government housing is located:
SANTA ROSA COUNTY, FL (WHITING PINES AND MAGDA VILLAGE)
BALDWIN COUNTY, AL (ENLISTED BILLETING AT NOLF BARIN)
ESCAMBIA COUNTY, FL (NAS PENSACOLA, MARINER VILLAGE, CORRY HOUSING)

Source of Data (1.b. 1) & 2) Residence Data): HRO Pensacola, PSD Whiting Field, NASWF Survey, Kay Blackmon TW5 Training, Professional Knowledge

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

City	County	Distance from base (miles)
Pensacola	Escambia, FL	30 SW
Ft. Walton Beach	Okaloosa, FL	55 SE
Mobile	Mobile, AL	65 W

Source of Data (1.c. Metro Areas): Local map, Conversations with regional planning agency personnel

d. Age of Civilian Workforce. Complete the following table, identifying the age of the activity's civil service workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	- 0 -	- 0 -
20 - 24 Years	1	0.4 %
25 - 34 Years	20	7.8 %
35 - 44 Years	85	33.5 %
45 - 54 Years	100	39.4 %
55 - 64 Years	46	18.1 %
65 or Older	2	0.8 %
TOTAL	254	100 %

Source of Data (1.d.) Age Data: Human resources Office, Survey

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

e. Education Level of Civilian Workforce

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

Last School Year Completed	Number of Employees	Percentage of Employees
8th Grade or less	- 0 -	0 %
9th through 11th Grade	- 0 -	0 %
12th Grade or High School Equivalency	178	70.1 %
1-3 Years of College	36	14.2 %
4 Years of College (Bachelors Degree)	28	11.0 %
5 or More Years of College (Graduate Work)	12	4.7 %
TOTAL	254	100 %

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	4
Associate Degree	10
Bachelor Degree	30
Masters Degree	9
Doctorate	- 0 -
Source of Data (1.e.1) and 2) Education Level Data): HRO, Survey.	

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

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

Industry	SIC Codes	No. of Civilians	% of Civilians
1. Agriculture, Forestry & Fishing	01-09	0	0
2. Construction (includes facility maintenance and repair)	15-17	6	2.4%
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	0	0
3b. Aircraft (includes engines and missiles)	3721 et al	0	0
3c. Ships	3731	0	0
3d. Other Transportation (includes ground vehicles)	various	0	0
3e. Other Manufacturing not included in 3a. through 3d.	various	0	0
Sub-Total 3a. through 3e.	20-39	0	0

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
4. Transportation/Communications/Utilities	40-49		
4a. Railroad Transportation	40	0	0
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	0	0
4c. Water Transportation (includes organizational level maintenance)	44	0	0
4d. Air Transportation (includes organizational level maintenance)	45	0	0
4e. Other Transportation Services (includes organizational level maintenance)	47	1	0.4%
4f. Communications	48	1	0.4%
4g. Utilities	49	0	0
Sub-Total 4a. through 4g.	40-49	2	0.8%
5. Services	70-89		
5a. Lodging Services	70	0	0
5b. Personal Services (includes laundry and funeral services)	72	0	0
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	23	9.1%
5d. Automotive Repair and Services	75	0	0
5e. Other Misc. Repair Services	76	0	0
5f. Motion Pictures	78	0	0
5g. Amusement and Recreation Services	79	8	3.1%

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
5h. Health Services	80	3	1.2%
5i. Legal Services	81	1	0.4%
5j. Educational Services	82	3	1.2%
5k. Social Services	83	8	3.1%
5l. Museums	84	0	0
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	26	10.2%
5n. Other Misc. Services	89	103	40.6%
Sub-Total 5a. through 5n.:	70-89	175	68.9%
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91	9	3.5%
6b. Justice, Public Order & Safety (includes police, firefighting and emergency management)	92	57	22.4%
6c. Public Finance	93	0	0
6d. Environmental Quality and Housing Programs	95	5	2.0%
Sub-Total 6a. through 6d.		71	27.9%
TOTAL		254	100 %

Source of Data (1.f.) Classification By Industry Data): Human Resources Office, Survey

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

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

Occupation	Number of Civilian Employees	Percent of Civilian Employees
1. Executive, Administrative and Management	64	25
2. Professional Specialty		
2a. Engineers	10	4
2b. Architects and Surveyors	0	0
2c. Computer, Mathematical & Operations Research	0	0
2d. Life Scientists	0	0
2e. Physical Scientists	0	0
2f. Lawyers and Judges	0	0
2g. Social Scientists & Urban Planners	0	0
2h. Social & Recreation Workers	9	4
2i. Religious Workers	0	0

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Occupation	Number of Civilian Employees	Percent of Civilian Employees
2j. Teachers, Librarians & Counselors	0	0
2k. Health Diagnosing Practitioners (Doctors)	0	0
2l. Health Assessment & Treating(Nurses, Therapists, Pharmacists, Nutritionists, etc.)	2	1
2m. Communications	1	0.4
2n. Visual Arts	1	0.4
Sub-Total 2a. through 2n.:	0 23	0 9.1
3. Technicians and Related Support		
3a. Health Technologists and Technicians	0	0
3b. Other Technologists	11	4.3
Sub-Total 3a. and 3b.:	0 11	0 4.3
4. Administrative Support & Clerical	74	29
5. Services		
5a. Protective Services (includes guards, firefighters, police)	51	20
5b. Food Preparation & Service	0	0
5c. Dental/Medical Assistants/Aides	1	0.4
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	6	2
Sub-Total 5a. through 5d.	0 58	0 22.8
6. Agricultural, Forestry & Fishing	0	0
7. Mechanics, Installers and Repairers	14	6
8. Construction Trades	2	1

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Occupation	Number of Civilian Employees	Percent of Civilian Employees
9. Production Occupations	6	2
10. Transportation & Material Moving	1	0.4
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	1	0.4
TOTAL	254	100 %

**Source of Data (1.g.) Classification By Occupation Data): Human Resources Office,
Survey**

DATA CALL 65

ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

1. **Executive, Administrative and Management.** Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.
2. **Professional Specialty.** Use sub-headings provided.
3. **Technicians and Related Support.** Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.
4. **Administrative Support & Clerical.** Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.
5. **Services.** Use sub-headings provided.
6. **Agricultural, Forestry & Fishing.** Self explanatory.
7. **Mechanics, Installers and Repairers.** Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.
8. **Construction Trades.** Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilesetters.
9. **Production Occupations.** Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.
10. **Transportation & Material Moving.** Busdrivers; material moving equipment operators; rail transportation occupations; truckdrivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere). Entry level jobs not requiring significant training.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

1. Percentage of Military Employees Who Are Married:	48%
2. Percentage of Military Spouses Who Work Outside of the Home:	53%
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d. should equal 100% and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund: (NOTE 1)	34
3b. Employed "On-Base" - Non-Appropriated Fund:	9
3c. Employed "Off-Base" - Federal Employment:	28
3d. Employed "Off-Base" - Other Than Federal Employment (NOTE 2)	438

NOTES:

1. INCLUDES MILITARY MARRIED TO MILITARY:
 - 4 WITH BOTH ASSIGNED TO NAS WHITING FIELD
 - 24 WITH ONE MEMBER AT NAS WHITING FIELD AND ONE MEMBER AT ANOTHER MILITARY INSTALLATION
2. 4 OF THIS NUMBER WORK FOR PRIVATE ORGANIZATIONS ON BASE.

Source of Data (1.h.) Spouse Employment Data): Base wide survey.
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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

- A** - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.
- B** - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.
- C** - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

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

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

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

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

- a. Table A: Ability of the local community to meet the expanded needs of the base.**
 1) Using the A - B - C rating system described above, complete the table below.

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

NOTE: Local community = Metropolitan Statistical Area (MSA)

MSA = Florida counties of Okaloosa, Escambia, and Santa Rosa.

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

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

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

NO RATING OF "C" IDENTIFIED.

Source of Data (2.a. 1) & 2) - Local Community Table): PROFESSIONAL KNOWLEDGE. INTERVIEWS WITH REGIONAL PLANNERS, ECONOMIC DEVELOPMENT AUTHORITY AND UTILITY COMPANY.
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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

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

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

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Category	20% Increase	50% Increase	100% Increase
Hazardous/Toxic Waste Disposal	A	A	A
Recreation Facilities	A	A	A

Note: Region = Counties listed in 1.b.1

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

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

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

NO RATING OF "C" IDENTIFIED.

**Source of Data (2.b. 1) & 2) - Regional Table): PROFESSIONAL KNOWLEDGE.
INTERVIEWS WITH REGIONAL PLANNERS, ECONOMIC DEVELOPMENT
AUTHORITY AND UTILITY COMPANY.**

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

3. Public Facilities Data:

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

Rental Units:

COUNTY	TOTAL UNITS	VACANT	PERCENT (%)
SANTA ROSA	1,560	70	4.5 %
ESCAMBIA	*	*	2.0%

* ONLY DATA AVAILABLE WAS PERCENTAGES

Units for Sale:

COUNTY	TOTAL UNITS	VACANT	PERCENT (%)
SANTA ROSA	848	190	22.4 %
ESCAMBIA	*	*	30.0 %

* ONLY DATA AVAILABLE WAS PERCENTAGES

Source of Data (3.a. Off-Base Housing): Professional Knowledge.
--

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. Education.

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

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio (NOTE 1)		Does School District Serve Gov't Housing Units? *
		Elementary	Middle	High	Current	Max. Capacity	Current	Max. Ratio	
Santa Rosa	Santa Rosa, FL	15	5	5	18,761	32,620	15.5/1	28/1	Yes
Santa Rosa Christian (NOTE 2)	Santa Rosa, FL	1	1	1	200	275	15/1	25/1	Yes
Escambia (NOTES 3 & 4)	Escambia, FL	39	10	8	41,545	48,400	22/1	30/1	Yes
Okaloosa (NOTE 5)	Okaloosa, FL	21	5	4	29,303	30,565	25/1	28/1	Yes
Escambia	Escambia, AL	6	3	3	4,953	5,800	19/1	30/1	No
Brewton	Escambia, AL	1	1	1	1,465	1,690	24/1	30/1	No
Baldwin	Baldwin, AL	22	6	5	19,850	35,000	17/1	30/1	No
Conecuh	Conecuh, AL	4	4	1	2,602	4,000	23/1	30/1	No

* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

NOTES

- 1: PUPIL TO TEACHER RATIOS ARE APPROXIMATE.
- 2: ONE SCHOOL BUILDING CONTAINS ALL THREE AGE GROUPS: ELEMENTARY, MIDDLE, AND HIGH SCHOOL
- 3: ADDITION OF A NEW HIGH SCHOOL AND A NEW MIDDLE SCHOOL WILL INCREASE MAXIMUM CAPACITY BY 2,125 FOR 1995/96 SCHOOL YEAR TO 50,670 (HS = 1,080, MIDDLE = 1,145).
- 4: CURRENT PUPIL TO TEACHER RATIO: PRE-K = 19/1, ELEMENTARY = 25/1, MIDDLE = 23.5/1, HIGH = 20.5/1.
- 5: CURRENT ENROLLMENT INCLUDES 377 PRE-KINDERGARTEN STUDENTS

Source of Data (3.b.1) Education Table): Interviews with school systems.
--

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

No "Section 6" schools.

Source of Data (3.b.2) On-Base Schools): Interviews with school systems.

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

Santa Rosa, FL

Embry-Riddle Aeronautical University, NAS Whiting Field	(U), (G)
Pensacola Junior College, Milton Campus	(J), (S)
Troy State University, (NAS Whiting Field)	(U), (G)

Escambia, FL

Embry-Riddle Aeronautical University, NAS Pensacola Campus	(U), (G)
Pensacola Junior College, Main Campus, Pensacola, FL	(J)
Pensacola Junior College, Downtown Campus	(J)
Pensacola Junior College, Warrington Campus	(J)
University of West Florida, Pensacola, FL	(U), (G)
Troy State University, Corry Station Campus	(U), (G)
Troy State University, NAS Pensacola Campus	(U), (G)
Pensacola Christian College	(U), (G)

Baldwin, AL

Faulkner State Junior College, Main Campus, Bay Minette	(J)
Faulkner State Junior College, Fairhope Campus	(J)
Faulkner State Junior College, Foley Campus	(J)
Faulkner State Junior College, Gulf Shores Campus	(J)
University of South Alabama, Fairhope	(J)

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

Escambia, AL	
Jefferson Davis Junior College, Brewton	(J)
Conecuh, AL	
Reid Technical College, Conecuh	(J)
Okaloosa, FL	
Embry-Riddle Aeronautical University, Eglin AFB Campus	(U), (G)
Embry-Riddle Aeronautical University, Hurlburt Campus	(U), (G)
Troy State University, Eglin AFB Campus	(U), (G)
Troy State University, Hurlburt Campus	(U), (G)
University of West Florida, Niceville Campus	(U), (G)
University of West Florida, Eglin AFB Campus	(U), (G)
University of West Florida, Hurlburt	
Okaloosa Walton Junior College (Niceville)	(J)

(J) = 2 Year Junior College
(U) = 4 Year School

(G) = Graduate
(S) = Specialized 4 Year Program

Source of Data (3.b.3) Colleges): Interviews with Chambers of Commerce and Colleges.

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

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

Evergreen, AL

Reid State Technical College
Auto Body Repair and Refinishing
Carpentry/Cabinet Making
Child Care and Development
Commercial Truck Driving
Cosmetology
Cosmetology Instructor Training
Forestry Technology
Industrial Electricity/Electronics
Masonry
Nursing Assistant/Home Health Aide
Office Administration
Practical Nursing
Training for Industry Programs
Welding
General Education Colleges
Developmental Courses
Adult Education
CADLINKS
Career Options

Okaloosa, FL

Bay Area Vo-Tech, Fort Walton
Air Conditioning, Refrigeration and Heating Technology
Automotive Technology
Business Machine Maintenance
Carpentry
Child Care Supervision
Computer Software Applications
Cosmetology
Electric Wiring
Electronic Technology
Fire Fighting
Foods and Culinary Arts
Gasoline Engine Mechanics
Hotel/Motel Career Development

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**Machining
Marine Mechanics Technology
Masonry
Nursery Operations
Nursing Assisting
Plumbing and Sprinkler Irrigation
Practical Nursing
Secretarial
Welding**

Escambia, FL

George Stone Vo-Tech, Pensacola

**Business and Office Technology
Accounting Operations
Business Management
Business Software Applications
Office Support Technology
Data Entry
Financial Records Clerk
Secretarial
Information Processing
Medical Secretarial**

Building Trades

**Air Conditioning, Refrigeration, and Heating
Building Repair, Maintenance, and Utility Management
Cabinet/Millwork
Residential and Commercial Carpentry
Residential and Commercial Electric Wiring
Residential and Commercial Plumbing**

Technology Education

**Architectural and Mechanical Drafting
Automotive Technology
Drafting/CAD
Computer Programming
Electronic Technology
Computer Electronic Technology
Machining/CNC Applications
Communication Electronics
Automotive, Engine and Body Repair
Automotive Service Technology
Automotive Body Repair and Refinishing**

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

**Marine Mechanics Technology
Major Appliance and Refrigeration Repair
Parts Marketing
Health and Personal Services
Commercial Foods and Culinary Arts
Cosmetology
Patient Care Assistant
Vocational Education for Special Needs
Public Service
Introductory Law Enforcement/Corrections
Correctional Officer
Law Enforcement
Agribusiness and Natural Resource Education
Landscape Operations/Irrigation
Nursery and Floriculture Operations
Welding
Upholstery and Furniture Refinishing
Cooperative Education
Apprentice Training
Commercial Vehicle Driving
School Bus Driver Training**

**Crestview Vo-Tech, Crestview
Carpentry
Electrical Wiring Technology
Welding
Business Education
Architectural Drafting
Certified Nursing Assistant
Automotive Mechanics**

**Santa Rosa, FL
Locklin Vocational Technical Center, Milton
Business
Accounting
Word Processing
Secretarial
Diversified**

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Diversified Cooperative Training
Dropout Prevention
Teenage Parenting Program
Health Occupations
Nursing Assisting
Home Economics
Power Sewing
Industrial
Air Conditioning, Refrigeration, and Heating
Automotive Technology
Carpentry
Commercial Foods and Culinary Arts
Electric Wiring
Masonry
Plumbing
Printing and Graphic Arts
Welding
Special Vocational Programs
Supportive Programs
Supplemental Programs
Adult Education

Escambia, AL
Escambia/Brewton Vocational Center, Brewton
Automotive Technology
Child Care
Business Education
Marketing
Welding
Masonry
Building Contracting
Health Occupations

Escambia County High School Vo-Tech, Atmore
Carpentry
Automotive Technology
Auto Body
Commercial Arts
Child Care
Business Education
Marketing

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

Baldwin, AL

South Baldwin Center for Technology, Robertsdale

**Business Education
Child Care and Parenting
Clothing
Welding
Drafting
Horticulture
Marketing Education
Carpentry
Automotive Technology
Electronics
Heating, Refrigeration, and Airconditioning
Health Occupations**

NOTE: Area vocational center for high school students

Conecuh, AL

Conecuh Area Vocational Center, Evergreen

**Carpentry
Child Care
Automotive Mechanics
Small Engines
Business Education
Health Care**

NOTE: Area vocational center for high school students

Bay Minette Area Vocational School, Bay Minette

**Business Education
Child Care and Parenting
Clothing
Welding
Drafting
Horticulture
Marketing Education
Carpentry
Automotive Technology
Electronics
Heating, Refrigeration, and Airconditioning
Health Occupations**

Source of Data (3.b.4) Vo-tech Training): Interviews with school systems.
--

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

c. Transportation.

1) Is the activity served by public transportation?

	<u>Yes</u>	<u>No</u>	
Bus:	___	<u>X</u>	(IN MILTON, 7 MILES)
Rail:	___	<u>X</u>	
Subway:	___	<u>X</u>	
Ferry:	___	<u>X</u>	

Note: Bus service within 7 miles. Rail service within 20 miles.

Source of Data (3.c.1) Transportation): Professional Knowledge

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

Brewton	20 miles North
Pensacola	30 miles Southwest

Source of Data (3.c.2) Transportation): Professional Knowledge

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

Pensacola (FL) Airport	26 miles Southwest
Mobile (AL) Airport	70 miles West
Okaloosa (Eglin AFB, FL) Airport	45 miles Southeast

Source of Data (3.c.3) Transportation): Local map.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

4) How many carriers are available at this airport?

Pensacola (FL) Airport

-7 carriers: Delta, USAir, ASA,
Comair, Florida Gulf,
American Eagle,
Continental

-54 flights daily

Mobile (AL) Airport

-6 carriers: Delta, USAir, ASA,
American Eagle,
Northwest Airlines,
Utlair

-33 flights daily

Okaloosa (Eglin AFB, FL)

-4 carriers: Northwest Airlines,
American Eagle,
USAir Express,
Atlantic Southeast

-48 flights daily

Source of Data (3.c.4) Transportation: Interviews with each airport.

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

Interstate 10
Interstate 65

14 miles South
45 miles Northwest

Source of Data (3.c.5) Transportation: Local map, Professional Knowledge.
--

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

6) Access to Base:

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

**TWO TWO-LANE ROADS MADE OF ASPHALTIC CONCRETE.
GOOD CONDITION. BOTH FRONT AND BACK GATES.**

b) Do access roads transit residential neighborhoods?

NO.

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

**NO. NAVY OWNS SUFFICIENT RIGHT OF WAY TO
ACCOMMODATE WIDENING ENTRANCE ROAD TO FOUR LANES.
STATE HIGHWAY PLAN INCLUDES WIDENING HIGHWAY 87 TO
FOUR LANES IN 1998. HIGHWAY 87 CONNECTS WITH THE WEST
ENTRANCE ROAD TO NAS WHITING FIELD. ADDITION-ALLY A
PROPOSAL IS UNDER REVIEW AT THIS TIME THAT WOULD
LINK INTERSTATE 10 WITH INTERSTATE 65. PROPOSED ROUTE
COULD BE 20 MILES WEST OF NAS WHITING FIELD.**

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

NO.

Source of Data (3.c.6) Transportation): Aviation Planner/Public Works Engineering Director.
--

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

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

**RECIPROCAL FIRE FIGHTING AGREEMENTS ARE IN EFFECT
BETWEEN NAS WHITING FIELD AND THE FOLLOWING
AGENCIES/ORGANIZATIONS:**

- A. CITY OF MILTON FIRE DEPARTMENT, SANTA ROSA
COUNTY, FL**
- B. SKYLINE VOLUNTEER FIRE PROTECTION AND RESCUE
SERVICE DISTRICT, SANTA ROSA COUNTY, FL**
- C. EAST MILTON VOLUNTEER FIRE DEPARTMENT, SANTA
ROSA COUNTY, FL**
- D. STATE OF FLORIDA, FORESTRY DIVISION**
- E. CITY OF BREWTON FIRE DEPARTMENT, ESCAMBIA
COUNTY, AL**
- F. CYTEC, SANTA ROSA COUNTY, FL**

**THE ABOVE LISTED AGREEMENTS COULD INVOLVE SUCH
OPERATIONS AS STRUCTURAL, CRASH, FOREST/BRUSH
FIREFIGHTING, AND SOME HAZARDOUS MATERIAL
FIREFIGHTING OPERATIONS.**

Source of Data (3.d. Fire/Hazmat): Fire Chief.

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

e. Police Protection.

1) What is the level of legislative jurisdiction held by the installation?
**EXCLUSIVE AND PROPRIETORIAL AS PER NASWF INSTRUCTION
5530.4A, CHAPTER 12.**

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

EXCLUSIVE -

**NAS WHITING FIELD
NOLF SITE 8
NOLF BARIN**

**NOLF SPENCER
NOLF SAUFLEY**

PROPRIETORIAL -

**NOLF HAROLD
NOLF HOLLEY
NOLF EVERGREEN
NOLF SUMMERDALE
WHITING PINES
HOUSING
NOLF SILVERHILL**

**NOLF SANTA ROSA
NOLF PACE
NOLF BREWTON
NOLF WOLF
MAGDA VILLAGE HOUSING
WHITING PARK (BOAT DOCKS)**

MIXED (MAJORITY EXCLUSIVE) -

**NOLF BARIN
NOLF SAUFLEY**

3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

YES.

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

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

SANTA ROSA COUNTY SHERIFFS DEPARTMENT AND MILTON POLICE DEPARTMENT - THE SANTA ROSA COUNTY SHERIFF AND MILTON CITY POLICE HAVE FULL AND FREE ACCESS TO THE WHITING PINES HOUSING COMPLEX FOR THE PURPOSE OF SERVING WARRANTS, SUBPOENAS OR SUMMONS UPON RESIDENTS OF THE COMPLEX. COUNTY AND CITY POLICE OFFICERS SHALL ALSO BE PERMITTED TO ENTER THE HOUSING COMPLEX FOR THE PURPOSE OF MAKING ROUTINE PATROLS AND TO ARREST RESIDENTS FOR VIOLATIONS OF STATE AND LOCAL STATUTES AND ORDINANCES. IN SITUATIONS OTHER THAN THOSE INVOLVING HOT PURSUIT OR THE QUELLING OF VIOLENCE, LOCAL LAW ENFORCEMENT OFFICERS WILL NOTIFY SHORE PATROL OF THE ACTION TAKEN OR TO BE TAKEN AS PRACTICAL.

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

NONE.

Source of Data (3.e. 1) - 5) - Police): NAS Whiting Field Legal Officer.

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

f. Utilities.

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

Electricity

Gulf Power :

NAS Whiting Field (Station)
Magda Village Housing
NOLF Site 8
Whiting Park (Boat Docks)
NOLF Harold
NOLF Holley
NOLF Santa Rosa (includes Santa Rosa TACAN)
NOLF Spencer
Whiting Pines Housing

Escambia River Electric :

Walnut Hill Radio Range
Allentown Radio Range
NOLF Pace

Riviera Utilities :

NOLF Barin

Southern Pine Electric Co-op :

NOLF Evergreen
Brooklyn TACAN

Baldwin County EMC :

NOLF Silverhill
NOLF Summerdale
NOLF Wolf
Gateswood TACAN

Natural Gas

Okaloosa Gas District :

NAS Whiting Field (Station)
Magda Village Housing

City of Milton :

Whiting Pines Housing

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

Sewage

**City of Milton :
Whiting Pines Housing**

Water

**City of Milton :
Whiting Pines Housing**

**East Milton Water System :
Whiting Park (Boat Docks)
NOLF Harold
NOLF Santa Rosa**

**Pace Water :
NOLF Spencer**

**Chumuckla Water :
NOLF Pace**

**Belforest Water :
NOLF Silverhill**

**Holley/Navarre Water :
NOLF Holley**

**Escambia County Utility Association :
NOLF Site 8**

**Perdido Water :
NOLF Wolf**

**Riviera Utilities:
NOLF Barin**

L.P. Gas

**Petrolane :
NAS Whiting Field (Station)
Whiting Park (Boat Docks)
NOLF Barin**

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

Telephone

Southern Bell :

**NAS Whiting Field (Station)
Magda Village Housing
NOLF Spencer
NOLF Pace
NOLF Harold
NOLF Santa Rosa (Includes Santa Rosa TACAN)
NOLF Holley
NOLF Saufley
Gateswood TACAN
Whiting Pines**

AT&T :

NAS Whiting Field (Equipment and long distance)

South Central Bell :

**NOLF Silverhill
NOLF Brewton
NOLF Evergreen**

Gulf Telephone :

**NOLF Barin
NOLF Wolf
NOLF Summerdale**

Refuse Disposal

**Village Sanitation, Inc.
NOLF Site 8**

Santa Rosa County

NAS Whiting Field (Station)

Argus Services, Inc.

**Whiting Pines Housing
Magda Village Housing**

Waste Management of Alabama - Baldwin

NOLF Barin

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

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

NO.

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

STATION WIDE SIX HOUR LOSS OF ELECTRICITY - SEPTEMBER 1993 - DUE TO BREAKAGE IN STATION'S MAIN ELECTRICAL FEEDER LINE. MINIMAL IMPACT ON STATION OPERATIONS.

Source of Data (3.f. 1) - 3) Utilities): PUBLIC WORKS, HOUSING, COMPTROLLER.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

Employer	Product/Service	No. of Employees
1. LOCAL GOVERNMENT	GOVERNMENT SERVICES	16,100
2. FEDERAL GOVERNMENT	GOVERNMENT SERVICES	11,300
3. STATE OF FLORIDA	GOVERNMENT SERVICES	4,700
4. BAPTIST HOSPITAL	HEALTH CARE	2,500
5. SACRED HEART HOSPITAL	HEALTH CARE	2,490
6. MONSANTO COMPANY	NYLON FIBER/ORGANIC CHEMICALS	2,100
7. HCA WEST FLORIDA REGIONAL MEDICAL CENTER	HEALTH CARE	1,756
8. GULF POWER COMPANY	ELECTRIC UTILITY	1,576
9. CHAMPION INTERNATIONAL	PAPER PRODUCTS	1,210
10. MEDICAL CENTER CLINIC	HEALTH CARE	950
LAKEVIEW CENTER	HEALTH CARE	950

**Source of Data (4. Business Profile): West Florida Regional Planning Council
Planners, and Chambers of Commerce.**

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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

- a. Loss of Major Employers:

**CLOSURE OF PENSACOLA NADEP AND SUPPLY CENTER DUE TO
BRAC 93**

- b. Introduction of New Businesses/Technologies:

This region has many very active organizations involved in economic development for the established industrial parks as well as the individual communities as a whole. The cooperative effort of the vocational schools and colleges in preparing a workforce for new business or technology has promoted the establishment of many jobs.

Peavey Electronics Corp.

Westlake PVC Corp.

Arnold Materials

Desota Oil & Gas

Formweld Fitting Inc.

Integrity Cable Resources

Popies Brands

Owenscraft

Southern Oak Cabinets

Coastal Design

Moldex

Nana's Hushpuppies

Riveria Center

Days Inn

Everwood Treatment

Overseas Hardwood Co.

Connie Manufacturing

Nielsen, Knud Company

Allen-Ashley Inc.

Starter Sportswear

Airborne Express

Office Depot

German Sciences

**amplifiers, guitars, keyboards and
synthesizers.**

chemical/resins

concrete blocks

oil treatment plant

pipe fittings

cable TV equipment repair

hot sauce

shipping crates/woodcrafts

cabinets

metal furniture

rubber products

food processing

major factory outlet

lodging

treated lumber

trailer floors

draperies

dried flowers

paratransit vehicles

sportswear manufacturing

air freight

office supplies

instruments and filters

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

Ford Spa and Tub	tubs and spa's
Pep Boy	auto parts and supplies
Wal-Mart stores	retail
Phillip Morris	tobacco distribution
Market Research Institute	marketing research
Capstone Manufacturing	bicycles
Aimes Disposables, Inc.	rubber gloves
Home Depot	building supplies
Comfort Inn	lodging
Shoneys	restaurant
Best Western	lodging

c. Natural Disasters:

NONE

d. Overall Economic Trends:

THE PROXIMITY TO RECREATIONAL FACILITIES, HISTORICAL RESOURCES, METROPOLITAN AREAS, HIGH QUALITY EDUCATIONAL SYSTEMS, AND UTILITY COSTS BELOW THE NATIONAL AVERAGE GIVE THIS REGION THE ASSETS DESIRED BY BOTH EMPLOYERS AND EMPLOYEES. THE AREAS ECONOMIC DIVERSITY CAN BE ATTRIBUTED TO ITS TOURISM, MILITARY PRESENCE, AGRI-BUSINESS, AND AN EMERGING MANUFACTURING BASE. THESE IN COMBINATION WITH AN EXCELLENT QUALITY OF LIFE AND A RELATIVELY LOW COST OF LIVING HAVE CONTRIBUTED TO THIS AREAS DEVELOPMENT INTO A BUSINESS FRIENDLY, ENVIRONMENTALLY CONSCIOUS, PREFERRED PLACE TO CALL HOME.

<p>Source of Data (5. Other Socio/Econ): PROFESSIONAL KNOWLEDGE. INTERVIEWS WITH REGIONAL PLANNERS, ECONOMIC DEVELOPMENT AUTHORITY, CHAMBERS OF COMMERCE AND UTILITY COMPANY.</p>
--

**DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA**

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

OUTSTANDING COMMUNITY RELATIONS PROGRAMS SUCH AS:

EDUCATIONAL: COMPACT PROGRAM, ADOPT-A-SCHOOL, SATURDAY SCHOLARS, JROTC SCHOLARSHIPS THROUGH CHAMBER OF COMMERCE MILITARY AFFAIRS COMMITTEE

COMMUNITY: ADOPT-A-MILE, ADOPT HIGHWAY MEDIANS FOR CLEANUP, TRASH BASH, RIVER CLEANUP, BOY SCOUTS, RIVERFEST, HOLIDAY FOOD BASKETS, SPECIAL OLYMPICS, CHAMBERS OF COMMERCE, YOUTH ACTIVITIES

CEREMONIAL: SUPPORT FOR ALL MILITARILY RELATED HOLIDAYS (COLOR GUARD, PARADE UNITS, STATIC DISPLAYS)

Source of Data (6. Other): PROFESSIONAL KNOWLEDGE.

Command: NAS Whiting Field


Data Call Number Sixty-Five

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND

NAME


Signature

Acting

Title

7/19/94
Date

CNET


Activity

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

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

W. A. EARNER

NAME


Signature

Title

8/9/94
Date

BRAC 95 DATA CALL 65
NAS WHITING FIELD UIC 60508

18 JUL 1991

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN

~~H. B. HAYDEN, RADM, USN~~

NAME (Please type or print)

Signature

Chief of Naval Air Training (Acting)

Title

Date

15 JULY 91

Naval Air Training Command

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

CERTIFICATION OF BRAC 95
DATA CALL NUMBER SIXTY-FIVE
(ECONOMIC/COMMUNITY INFRASTRUCTURE)
INFORMATION

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

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

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

ACTIVITY COMMANDER

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

R. O. Abshier

NAME

R. O. Abshier

Signature

Commander

Title

13 50/94

Date

Training Air Wing FIVE

Activity

Enclosure (4)

NASWF (65) ECONOMIC/COMMUNITY INFRASTRUCTURE

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER SIXTY-FIVE
(ECONOMIC/COMMUNITY INFRASTRUCTURE)
INFORMATION

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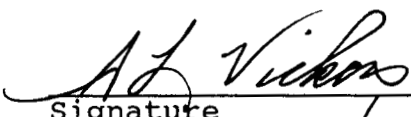
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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

ACTIVITY COMMANDER

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

Sammy L. Vickers, CDR, USN.
NAME


Signature

Commanding Officer, Acting
Title

7-13-94
Date

NAS Whiting Field
Activity

Enclosure (4)

NASWF (65) ECONOMIC/COMMUNITY INFRASTRUCTURE

224

UIC 60508

Activity Information:

Activity Name:	NAS WHITING FIELD
UIC:	60508
Host Activity Name (if response is for a tenant activity):	NOT APPLICABLE
Host Activity UIC:	NOT APPLICABLE

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

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

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

UIC 60508

TO BE COMPLETED BY CNET See page 2a.

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Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: NAS WHITING FIELD		UIC: 60508	
Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:			
3. Grand Total (sum of 1c. and 2k.):			

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)
Claimant :CNET

Activity Name: NAS WHITING FIELD MILTON FL

UIC: 60508

Category	FY 1996 BOS Costs (\$000)		
	Non-Labor	Labor	Total
1. REAL PROPERTY MAINTENANCE COSTS:			
1a. Maintenance and Repair	4195	188	4383
1b. Minor Construction	632	0	632
1c. Sub-total 1a. and 1b.	4827	188	5015
2. OTHER BASE OPERATING COSTS:			
2a. Utilities	884	0	884
2b. Transportation	353	51	404
2c. Environmental	7126	189	7315
2d. Facility Leases	0	0	0
2e. Morale, Welfare & Recreation	435	1736	2171
2f. Bachelor Quarters	316	894	1210
2g. Child Care Centers	29	161	190
2h. Family Service Centers	62	449	511
2i. Administration	58	3430	3488
2j. Other	2553	8123	10676
2k. Sub-total 2a. through 2j.	11816	15033	26849
3. GRAND TOTAL (sum of 1c. and 2k.)	16643	15221	31864

Appropriation:

O&M,N 23987
MPN 7877

Other:	2553	8123	10676
Other Engineering Support	1747	3940	5687
Retail Supply Operations	13	728	741
Other Personnel Support	236	713	949
Base Communications	488	0	488
Physical Security	69	2742	2811

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8/10/94

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)
 Claimant :CNET

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 7-26-94

Activity Name: NAS WHITING FIELD MILTON FL

UID: 60508

FY 1996 BOS Costs (\$000)

Category	Non-Labor	Labor	Total
1. REAL PROPERTY MAINTENANCE COSTS:			
1a. Maintenance and Repair	4195	188	4383
1b. Minor Construction	632	0	632
1c. Sub-total 1a. and 1b.	4827	188	5015
2. OTHER BASE OPERATING COSTS:			
2a. Utilities	884	0	884
2b. Transportation	353	51	404
2c. Environmental	7126	189	7315
2d. Facility Leases	0	0	0
2e. Morale, Welfare & Recreation	435	1736	2171
2f. Bachelor Quarters	316	894	1210
2g. Child Care Centers	29	161	190
2h. Family Service Centers	62	449	511
2i. Administration	58	3430	3488
2j. Other	2553	8123	10676
2k. Sub-total 2a. through 2j.	11816	15033	26849
3. GRAND TOTAL (sum of 1c. and 2k.)	16643	15221	31864

b. Funding Source

Appropriation:

O&M,N

23987

MPN

7877

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

Appropriation Amount (\$000)

~~TO BE COMPLETED BY CNET~~ See page 2a.

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

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

Not applicable - not a DBOF activity.

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TO BE COMPLETED BY CNET

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NAS WHITING FIELD		UIC: 60508	
Category	FY 1996 Net Cost From UC/FUND-4 (\$000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (> \$15K)			
1b. Real Property Maintenance (< \$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1e. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

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

Table 2 - Services/Supplies Cost Data	
Activity Name: NAS WHITING FIELD	UIC: 60508
Cost Category	FY 1996 Projected Costs (\$000)
Travel:	189
Material and Supplies (including equipment):	962
Industrial Fund Purchases (other DBOF purchases):	564
Transportation:	0
Other Purchases (Contract support, etc.):	24,706
Total:	26,421

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UIC 60508

3. Contractor Workyears.

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

Table 3 - Contract Workyears	
Activity Name: NAS WHITING FIELD	UIC: 60508
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	51
Facilities Support:	120
Mission Support:	490.26
Procurement:	0
Other:*	17.1
Total Workyears:	678.1 214.1

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CNATRA N61
7/29/94

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

"OTHER" CATEGORY TYPE INCLUDES ON-BASE MAINTENANCE SERVICE, HAZARDOUS WASTE DISPOSAL, CONTRACTS FOR AUTOMATED DATA PROCESSING (ADP) EQUIPMENT, FIREFIGHTING EQUIPMENT, CABLE TV EQUIPMENT, COMMUNICATIONS EQUIPMENT, PERSONNEL SUPPORT EQUIPMENT FOR BACHELOR QUARTERS, COPIER MAINTENANCE, CARPET CLEANING, SPORTS OFFICIATING SERVICES, AND ENVIRONMENTAL STUDIES AND TESTING.

NASWF (66)
INSTALLATION RESOURCES

6-R (7-29-94)

15 JULY 94

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8/10/94

3. Contractor Workyears.

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

Table 3 - Contract Workyears	
Activity Name: NAS WHITING FIELD	UIC: 60508
Contract Type	FY 1996 Estimated Number of Workyears On-Base
Construction:	51
Facilities Support:	120
Mission Support:	26
Procurement:	0
Other:*	17.1
Total Workyears:	214.1

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

"OTHER" CATEGORY TYPE INCLUDES ON-BASE MAINTENANCE SERVICE, HAZARDOUS WASTE DISPOSAL, CONTRACTS FOR AUTOMATED DATA PROCESSING (ADP) EQUIPMENT, FIREFIGHTING EQUIPMENT, CABLE TV EQUIPMENT, COMMUNICATIONS EQUIPMENT, PERSONNEL SUPPORT EQUIPMENT FOR BACHELOR QUARTERS, COPIER MAINTENANCE, CARPET CLEANING, SPORTS OFFICIATING SERVICES, AND ENVIRONMENTAL STUDIES AND TESTING.

UIC 60508

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

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

~~49.6~~ WORKYEARS
513.6

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CNATRA N61
7/29/94

2) Estimated number of workyears which would be eliminated:

121.5 WORKYEARS

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

12.0 WORKYEARS

NASWF (66)
INSTALLATION RESOURCES

7-R (7/29/94)

15 JULY 94

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N4434
8/10/94

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

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

~~49.6~~ WORKYEARS

73.6

pub (Brock)
Cmt N8
7/25/94

2) Estimated number of workyears which would be eliminated:

~~121.5~~ WORKYEARS

128.5

pub (Brock)
Cmt N8
7/25/94

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

12.0 WORKYEARS

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

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
5	LAUNDRY/LINEN CLEANING, DRUG TESTING, VETERINARY SERVICES AND ARCHITECTURAL AND ENGINEERING

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

Command: NAS Whiting Field

Data Call Number Sixty-Six

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN

NAME

PE T. B.

Signature

CNET

Title

27 JUL 1994

Date

CNET

Activity

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

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

W. A. EARNER

NAME

W. A. Earner

Signature

Title

8/6/94

Date

21 JUL 1994

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief, and applies only to sections 2 and 3 and within CNET established controls. NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)
Chief of Naval Air Training (Acting)
Title
Naval Air Training Command
Activity

P.R. Statskey
Signature
7/20/94
Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)
Title
Activity

Signature
Date

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

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

NAME (Please type or print)
Title

Signature
Date

CERTIFICATION OF BRAC 95
DATA CALL NUMBER SIXTY-SIX (INSTALLATION RESOURCES)
INFORMATION

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ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

15 Jun 94
Date

Training Air Wing FIVE
Activity

Enclosure (4)

NASWF (66) INSTALLATION RESOURCES

CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER SIXTY-SIX (INSTALLATION RESOURCES)
INFORMATION

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ACTIVITY COMMANDER

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

S. L. Vickers
NAME

S. L. Vickers
Signature

Commanding Officer, Acting
Title

15 July 94
Date

NAS Whiting Field
Activity

Enclosure (4)

Command: NAS Whiting Field

Data Call Number Sixty Six Revision
(Pages 2A, 6 and 7)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

TW Wright
Signature

CNET
Title

11 Aug 94
Date

CNET
Activity

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

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

J. B. GREENE, JR.

NAME

ACTING

JB Greene Jr
Signature

15 AUG 1994

Title

Date

BRAC-95 DATA CALL 66
NAS Whiting Field UIC 60508

CNATRA revisions of 7/29/94, pages 6 and 7

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Chief of Naval Air Training
Title

Naval Air Training Command
Activity

W B Hayden
Signature
2 Aug 94

Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

Document Separator

CLOSE HOLD

UIC 60508

CLOSE HOLD

NAS WHITHING FIELD

JOINT CROSS-SERVICE

CATEGORY:
UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

5 May 94

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

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

CLOSE HOLD

NASWF JOINT (19) CAPACITY

CLOSE HOLD

Rev.

UIC 60508

Data For Capacity Analysis

Table of Contents

Mission Requirements	1
A. Undergraduate Flight Training (UFT) Throughput/Graduates	1
B. Flight Training	8
C. Flight Training Ground School	17
D. Other Ground Training	19
E. Training Airframes	21
Facilities	24
A. Airfield	24
North Field	24
South Field	35
Brewton	44
Barin	53
Evergreen	64
Holley	73
Saufley	83
Silverhill	93
Summerdale	104
Wolf	115
Harold	125
Pace	136
Santa Rosa	146
Site 8	157
Spencer	168
B. Airspace	178
A292	181
Pensacola North MOA	184
Pensacola South MOA	185
A211	186
R2905A	186a
R2905B	186b
R2908	186c
R2914A	186d
R2914B	186e
R2915A	186f
R2915B	186g
R2915C	186h

Revised PJ

UIC 60508

Data For Capacity Analysis

Table of Contents

Mission Requirements	1
A. Undergraduate Flight Training (UFT) Throughput/Graduates	1
B. Flight Training	8
C. Flight Training Ground School	17
D. Other Ground Training	19
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Brewton	44
Barin	53
Evergreen	63 64
Holley	72 73
Saufley	82 83
Silverhill	92 93
Summerdale	103 104
Wolf	114 115
Harold	124 125
Pace	133 136
Santa Rosa	142 146
Site 8	151 157
Spencer	160 168
B. Airspace	168 179
A292	171 181
Pensacola North MOA	173 184
Pensacola South MOA	174 185
A211	175 186
R2905A	175a 186a
R2905B	175b 186b
R2908	175c 186c
R2914A	175d 186d
R2914B	175e 186e
R2915A	175f 186f
R2915B	175g 186g
R2915C	175h 186h
R2918	175i 186i

Page #'s changed to reflect actual page # revised.

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8/18/94*

Rev.

UIC 60508

R2918	186i
R2919A	186j
R2919B	186k
Eglin MOA A East/West, B, C, D	187
Eglin MOA E	187a
Eglin MOA F	187b
Camden Ridge MOA	187c
Rose Hill	188
Tyndall MOA A	188a
Tyndall MOA B	188b
Tyndall MOA C	188c
Tyndall MOA D	188d
Tyndall MOA E	188e
Tyndall MOA F	188f
Rucker MOA A, B	189
Rucker MOA C	189a
Desoto MOA	189b
Desoto 2 MOA	190
Eagle Gulf One	190a
Eagle Gulf Two	190b
Pine Hill MOA E/W	191
VR-1020	191a
VR-1021	191b
VR-1022	191c
VR-1023	191d
VR-1024	191e
VR-179	191f
VR-060	191g
VR-1082	191h
VR-1084	191i
VR-1085	191j
W453	192
W155A	193
W155B	193a
W151A	194
W151B	195
W151C	195a
IR-15	195b
IR-17	195c
IR-19	195d
IR-21	195e
IR-30	195f

UIC 60508

R2919A	175j 186j
R2919B	175k 186k
Eglin MOA A East/West, B, C, D	176 187
Eglin MOA E	176a 187a
Eglin MOA F	176b 187b
Camden Ridge MOA	176c 187c
Rose Hill	177 188
Tyndall MOA A	177a 188a
Tyndall MOA B	177b 188b
Tyndall MOA C	177c 188c
Tyndall MOA D	177d 188d
Tyndall MOA E	177e 188e
Tyndall MOA F	177f 188f
Rucker MOA A, B	178 189
Rucker MOA C	178a 189a
Desoto MOA	178b 189b
Desoto 2 MOA	179 190
Eagle Gulf One	179a 190a
Eagle Gulf Two	179b 190b
Pine Hill MOA E/W	180 191
VR1020	180a 191a
VR1020	180b 191b
VR1020	180c 191c
VR1020	180d 191d
VR1020	180e 191e
VR1020	180f 191f
VR1020	180g 191g
W453	181 192
W155A	182 193
W155B	182a 193a
W151A	183 194
W151B	184 195
W151C	184a 195a
IR15	184b 195b
IR17	184c 195c
IR19	184d 195d
IR21	184e 195e
IR30	184f 195f
IR31	184g 195g
IR37	184h 195h
IR38	184i 195i
IR40	184j 195j

Rev.

UIC 60508

IR-31	195g
IR-37	195h
IR-38	195i
IR-40	195j
IR-57	195k
IR-59	195l
 C. Ground Training	198
D. Aircraft Parking, Maintenance, and Supply	202
 Features and Capabilities	206
A. Housing and Messing	206
 Appendix 1	210

Revised R₇

UIC 60508

IR57	184 195
IR59	184 195
C. Ground Training	186 198
D. Aircraft Parking, Maintenance, and Supply	190 202
Features and Capabilities	194 206
A. Housing and Messing	194 206

Data For Capacity Analysis

Table of Contents

Mission Requirements	1
A. Undergraduate Flight Training (UFT) Throughput/Graduates	1
B. Flight Training	8
C. Flight Training Ground School	17
D. Other Ground Training	19
E. Training Airframes	21
Facilities	24
A. Airfield	24
North Field	24
South Field	35
Brewton	44
Barin	53
Evergreen	63
Holley	72
Saufley	82
Silverhill	92
Summerdale	103
Wolf	114
Harold	124
Pace	133
Santa Rosa	142
Site 8	151
Spencer	160
B. Airspace	168
A292	171
Pensacola North MOA	173
A211	175
Eglin MOA A East/West, B, C, D	176
Rose Hill	177
Rucker MOA A, B	178
Desoto 2 MOA	179
Pine Hill MOA E/W	180
W453	181
W155A	182
W151A	183
W151B	184
C. Ground Training	186
D. Aircraft Parking, Maintenance, and Supply	190
Features and Capabilities	194
A. Housing and Messing	194

PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

A. Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: NAS WHITING FIELD

Type of Pilot Training by Syllabus		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year			
		1994	1995	1996	1997
General (Primary)	USN	265/10/123	285/10/134	326/10/151	336/10/156
	USMC	225/10/104	234/10/109	234/10/109	228/10/106
	USCG	58/10/27	55/10/26	62/10/29	62/10/29
	FMS	70/10/33	74/10/34	140/10/65	140/10/65
	USAF	2/10/1	16/10/8	20 UNK	72 UNK
Strike	USN	0	0	0	0
	USMC	0	0	0	0
	FMS	0	0	0	0
Maritime	USN	93/01/10	85/01/9	85/01/9	88/01/9
	USMC	19/01/2	21/01/2	21/01/2	21/01/2
	USCG	29/01/3	31/01/3	31/01/3	31/01/3
	USAF	UNK	0 UNK	0 UNK	0 UNK
	FMS	29/01/3	45/01/5	45/01/5	45/01/5
E2/C2	USN	0	0	0	0
	USMC	0	0	0	0
	USCG	0	0	0	0
	FMS	0	0	0	0
Rotary Intermediate (T-34c)	USN	104/01/11	95/01/10	110/01/11	113/01/12
	USMC	119/01/12	134/01/14	134/01/14	131/01/14
	USCG	29/01/3	39/01/4	31/01/3	31/01/3
	FMS	41/01/4	65/01/7	65/01/7	65/01/7
Rotary * Advanced	USN	214/3.5/96	206/3.5/92	206 226/3.5/101	206 230/3.5/103
	USMC	188/3.5/84	181/3.5/81	181 192/3.5/86	181 189/3.5/85
	USCG	55/3.5/25	45 40/3.5/18	38 31/3.5/18	30 31/3.5/14
	FMS	65/3.5/29	65/3.5/29	65/3.5/29	65/3.5/29

* ROTARY ADVANCED PTR CHANGED SINCE SUBMISSION OF DATA CALL 2.

Mission Requirements

A. Undergraduate Flight Training Throughput

*PTR
CNCET 4-443
10 MAR 94*

Type of Pilot Training by Syllabus		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year			
		1998	1999	2000	2001
General (Primary)	USN	334 336/10/156	332 336/10/156	328 336/10/156	334 336/10/156
	USMC	226 228/10/106	226 228/10/106	222 228/10/106	226 228/10/106
	USCG	62/10/29	62/10/29	62/10/29	62/10/29
	FMS	140/10/65	140/10/65	140/10/65	140/10/65
	USAF	100 UNK	100 UNK	100 UNK	100 UNK
Strike	USN	0	0	0	0
	USMC	0	0	0	0
	FMS	0	0	0	0
Maritime	USN	87 88/01/9	87 88/01/9	86 88/01/9	87 88/01/9
	USMC	21/01/2	21/01/2	20 21/01/2	21/01/2
	USCG	31/01/3	31/01/3	31/01/3	31/01/3
	USAF	0 UNK	0 UNK	1 UNK	1 UNK
	FMS	45/01/5	45/01/5	45/01/5	45/01/5
E2/C2	USN	0	0	0	0
	USMC	0	0	0	0
	USCG	0	0	0	0
	FMS	0	0	0	0
Rotary Intermediate (T-34c)	USN	112 113/01/12	112 113/01/12	110 113/01/12	112 113/01/12
	USMC	130 131/01/14	129 131/01/14	127 131/01/14	129 131/01/14
	USCG	31/01/3	31/01/3	31/01/3	31/01/3
	FMS	65/01/7	65/01/7	65/01/7	65/01/7
Rotary Advanced *	USN	215 230/3.5/103	215 230/3.5/103	214 230/3.5/103	214 230/3.5/103
	USMC	176 189/3.5/85	176 189/3.5/85	176 189/3.5/85	176 189/3.5/85
	USCG	30 31/3.5/14	30 31/3.5/14	30 31/3.5/14	30 31/3.5/14
	FMS	65/3.5/29	65/3.5/29	65/3.5/29	65/3.5/29

* ROTARY ADVANCED PTR CHANGED SINCE SUBMISSION OF
DATA CALL 2.

Mission Requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

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

Airfield: NAS WHITING FIELD

QUESTION NOT APPLICABLE FOR THIS COMMAND

Type of Navigator Training By Syllabus * (EXAMPLES)		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Adv. Navigator (NAV)	USN	960/15%/24 -0** HEARD N 11/83 CNET and 12/10/94							
	FMS								
	NOAA								
SUNT Core	USAF								
	ANG								
	AFRES								
	FMS								
Etc.									

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

** Example Entry

Mission requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

3. Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

Type of Pilot Training by Syllabus		Historical Attrition By Fiscal Year		
		1991	1992	1993
Primary (T-34C)	USN	33%	11%	16%
	USMC	13%	9%	10%
	USCG	18%	22%	10%
	FMS	19.77%	5.56%	4.08%
	USAF	0	0	0
Intermediate Maritime (T-34C) NOTE (1)	USN	0	0	0
	USMC	0	0	0
	USCG	0	0	0
	FMS	0	0	0
	USAF	0	0	0
Intermediate Rotary (T-34C) NOTE (1)	USN	0	0	0
	USMC	0	0	0
	USCG	0	0	0
	FMS	0	0	0
	USAF	0	0	0
Rotary (H-57)	USN	12.23%	2.92%	5.94%
	USMC	3.5%	2.29%	2.44%
	USCG	3.8%	3.85%	0
	FMS	2.5%	2.22%	0
	USAF	0	0	0

NOTE 1: INCLUDED IN PRIMARY ATTRITION.

Mission Requirements (cont.)**A. Undergraduate Flight Training Throughput/Graduates (cont.)**

4. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

QUESTION NOT VALID FOR THIS COMMAND

Type of Navigator Training By Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	21%* *		
	FMS			
	NOAA			

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

** Example Entry

5. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

Syllabus of Pilot Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
General	Primary	862	886	778
Strike	Intermediate	0	0	0
	Advanced	0	0	0
Maritime	Intermediate	222	206	66
	Advanced	0	0	0
E2/C2	Intermediate	0	0	0
	Advanced	0	0	0
Rotary	Intermediate	376	396	516
	Advanced	544	548	487

1.25
N32

Mission Requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

6. List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
INST GND	180	180	180	180	180	180	180	180	180	1.08
IP TRNG (FITU)	97	90	90	90	90	90	90	90	90	46.56
IP TRNG (HITU)	64	60	60	60	60	60	60	60	60	30.72
NETSA FA DET	10	10	10	10	10	10	10	10	10	4.7

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput} \times \text{Average Number of days each student was aboard}}{\text{Number of Training Days}} \\ 250$$

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Mission Requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
GMT	3679	3679	3679	3679	3679	3679	3679	3679	3679	1.77
ANNUAL NR&R	3276	3276	3276	3276	3276	3276	3276	3276	3276	3.28
MONTHLY NR&R	184	184	184	184	184	184	184	184	184	.74
NETSAFA DET	53	53	53	53	53	53	53	53	53	44.52

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput} \times \text{Average Number of days each student was aboard}}{\text{Number of Training Days}} \\ 250$$

Mission Requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
GMT	3679	3679	3679	3679	3679	3679	3679	3679	3679	1.77
ANNUAL NR&R	3276	3276	3276	3276	3276	3276	3276	3276	3276	3.28
MONTHLY NR&R	184	184	184	184	184	184	184	184	184	.33
NETSAFA DET	53	53	53	53	53	53	53	53	53	44.52

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput} \times \text{Average Number of days each student was aboard}}{\text{Number of Training Days}} \\ 250$$

Mission Requirements (cont.)

B. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus [Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: PRIMARY Type Aircraft: T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm ²)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	36	1.84	10,000	GEN/ MOA	4,500	66.4
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"

NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

OWAW -- Overwater Airways

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

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

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

OWA -- Overwater Airspace

CLG -- Uncontrolled Airspace

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

B. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus [Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

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

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm ²)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	13	2.0	10,000	GEN/ MOA	4,800	26
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"

NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

OWAW -- Overwater Airways

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

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

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

OWA -- Overwater Airspace

CLG -- Uncontrolled Airspace

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

B. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus [Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: INTERMEDIATE MARITIME MARINE Type Aircraft: T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm ²)	Total Flight Hours per Graduate
MOA NOTE 1	NONE					
PAT NOTE 2	NONE					
AW NOTE 2	NONE					
ATCAA	NONE					
OWA	NONE					
OWAW	NONE					
WA	NONE					
AA NOTE 2,3	13	2.0	10,000	GEN/MOA	4,500	26.0
RA	NONE					
RR	NONE					
MTR	NONE					

NOTE #1: SOME FLIGHTS LISTED UNDER "AA" BELOW MAY USE "MOA"

NOTE #2: DEPARTURES AND ARRIVALS USE "PAT", "AA", "GENERAL AIRSPACE" AND "AW" FOR ARRIVING AND DEPARTING THE WHITING CLASS "C" AIRSPACE.

NOTE #3: RADIO INSTRUMENT AND AIRWAYS NAVIGATION FLIGHTS USE FEDERAL AIRWAYS.

Key to types of airspace:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

OWAW -- Overwater Airways

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

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

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

OWA -- Overwater Airspace

CLG -- Uncontrolled Airspace

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

B. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus [Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: **ADVANCED HELICOPTER** Type Aircraft: **H-57**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm ²)	Total Flight Hours per Graduate
MOA NOTE 1,3	NONE					
PAT NOTE 1	NONE					
AW	NONE					
ATCAA	NONE					
OWA NOTE 4	1	0.5	0.5	N/A	25	0.5
OWAW	NONE					
WA	NONE					
AA NOTE 1,2	69	1.67	10,000	GEN/ PAT	4,500	115.6
RA	NONE					
RR	NONE					
MTR	NONE					

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

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

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

NOTE 4: ALL HELO SHIP QUAL TRAINING MUST BE COMPLETED AT SITE

Key to types of airspace:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

OWAW -- Overwater Airways

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

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

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

OWA -- Overwater Airspace

CLG -- Uncontrolled Airspace

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)**B. Flight Training**

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Sorties required per graduate					
			Student (syllabus)		Overhead ¹		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	34	2	6.39	1	40.39	3
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
Strike	Intermediate	T-2	N/A					
		T-45 ¹	N/A					
	Advanced	TA-4J	N/A					
		T-45	N/A					
E2/C2	Intermediate	T-44	N/A					
	Advanced	T-45 ²	N/A					
		T-2	N/A					
Maritime	Intermediate	T-34c	11	2	*	*	11	2
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
	Advanced	T-44	N/A					
Rotary	Intermediate	T-34c	11	2	*	*	11	2
		JPATS	UNK	UNK	UNK	UNK	UNK	UNK
	Advanced	TH-57	65	5	8.6	3	73.6	8

* INCLUDED IN PRIMARY OVERHEAD

N/A = NOT APPLICABLE THIS COMMAND

JPATS SORTIES ARE UNKNOWN AT THIS TIME. NUMBER OF SORTIES WILL DEPEND ON AIRCRAFT SELECTED IN THE SOURCE SELECTION PROCESS

¹ Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.
If requirements for the T-45 are still being derived, give best estimate.

Mission Requirements (cont.)

B. Flight Training

3. Indicate your training weather minimums (ceiling/visibility & crosswinds) by aircraft type and syllabus.

a. Helicopter Weather Minimums**(1) Day**

<u>CEIL/VIS</u>	<u>OPERATION</u>
OPNAV 3710.7 MINS	IFR flight plan
300-1	Maintenance homefield bounce (Maintenance aircraft only)
400-1	FCLP Homefield (SVFR required)
500-1	Takeoff from NDZ and local pattern (SVFR required)
500-1	En route dual
500-1	NDZ departures (airwork or NDZ-on-top). Aircraft commencing the approach will coordinate with Santa Rosa pattern traffic if an actual approach to VFR conditions is performed
500-1	HLT ops/low level BI
600-1	Dual site ops
600-1	HTAC route flights/dual Form en route and at site
700-2	FAM solos
1000-3	RI, BI, FORM, ONAV
1500-3	Solo ONAV
1500-3	Solo AIRNAV, departure point and destination

(2) Night

600-1	NDZ bounce (SVFR)
700-2	Santa Rosa HTAC's (SVFR)
1000-3	In training areas - Duke Field

(3) Wind/Turbulence

Above 15 kts or gusts greater than 20 kts

Hold FAM solos (when gusts exceed 15kts, ODO/FDO to get PIREP from the site)

Above 20 kts and/or gusts greater than 25 kts

Hold all SNA solos/dual FAM's

Gust peaks exceeding 35 kts

Hold duals

Above 5 kts tailwind

SNA solo takeoff/landing prohibited.

Mission Requirements (cont.)B. Flight Training(4) Dew Point/Temperature Spread

- | | |
|--------------------|---|
| <u>2 degrees -</u> | <u>If fog is forming and weather is forecast to fall below minimums contained in paragraph 1008.B.1 within one hour, recall applicable local area operations.</u> |
| <u>3 degrees -</u> | <u>If fog is forming and weather is forecast to fall below minimums contained in paragraph 1008.B.2 within one hour, recall applicable local area night operations.</u> |

CLOSE HOLD

UIC 60508

Mission Requirements (cont.)B. Flight Trainingb. T-34 WEATHER MINIMUMSWEATHER CRITERIA DUAL CURRICULUM FLIGHTS

TYPE FLIGHT	TYPE DEPARTURE	DEPARTURE WEATHER MINIMUMS	ALTERNATE REQUIRED?	OPERATING AREA CEILING/VISIBILITY	FORECAST RECOVERY WEATHER NSE	REMARKS
FAM	VFR	VFR	YES	VMC		SPIN,ATS,STS MANEUVERS FAM
	NSE-ON-TOP	500-1	YES	VMC	500-1 ETA \pm 1 HR	WILL NOT BE PERFORMED WITH- OUT GROUND VISUAL REFERENCE
	NSE-1 (IFR)	500-1	YES		500-1 ETA \pm 1 HR	NSE-2 MUST REMAIN VMC
BI				VMC IN MOA	500-1 ETA \pm 1 HR	EN ROUTE TO THE MOA.
	NSE-2 (VFR)	VFR	YES			
	VFR	VFR	YES	VMC - MINIMUM CEILING 8000'	500-1 ETA \pm 1 HR	SEE NOTE 1 ON FIG. 1-2
PA	NSE-ON-TOP	500-1	YES			
	VFR	VFR	YES	VMC		
RI	NSE-ON-TOP	500-1	YES	VMC	500-1 ETA \pm 1 HR	
	FILED IFR	IAW OPNAV 3710.7	YES	IAW OPNAV 3710.7	IAW OPNAV 3710.7	SEE PARA 1006 WEATHER CRIT.
	VFR	VFR	YES			MAY WORK OVER CEILING
FORM					500-1 ETA \pm 1 HR	WITH NSE-ON-TOP CLEARANCE
	NSE-ON-TOP	500-1	YES	VMC		
NIGHT FAM	VFR	VFR	YES			
VISUAL NIGHT				VMC	500-1 ETA \pm 1 HR	
NAV	NSE-ON-TOP	500-1	YES			
AIRNAV		IAW OPNAV 3710.7	YES		DESTINATION WX	
or C/C	FILED IFR	(Standard Card Mins)		IAW 3710.7, i.e. SINGLE PILOTED		
VISUAL	VFR		YES	VMC	500-1 ETA \pm 1 HR	
DAY NAV	NSE-ON-TOP	500-1	YES		500-1 ETA \pm 1 HR	

CLOSE HOLD

UIC 60508

Mission Requirements (cont.)

B. Flight Training

WEATHER CRITERIA SOLO CURRICULUM FLIGHTS

TYPE	FLIGHT	DEPARTURE WEATHER	ALTERNATE	OPERATING AREA	FORECAST RECOVERY	
FLIGHT	DEPARTURE	MINIMUMS	REQUIRED?	CEILING/VISIBILITY	WEATHER NSE	REMARKS
FAM	VFR	3000-5	YES	5000-5	3000-5 ETA ±1 HR	(NOTE 2)
PA	VFR	3000-5	YES	8000-5	3000-5 ETA ±1 HR	(NOTE 2)
FORM	VFR	3000-5	YES	5000-5	3000-5 ETA ±1 HR	(NOTE 2)

NOTE 1: Aerobatics will not be performed without ground visual reference. Aircraft must maintain cloud clearance IAW OPNAVINST 3710.7 series.

NOTE 2: All solos shall be on deck 30 minutes prior to sunset. Flight Duty Officers will not allow student solo flights to take off when weather is below depicted minimums.

Rev.

UIC 60508

Mission Requirements (cont.)**C. Flight Training Ground School**

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

CCN: 171-35**(a) PILOT**

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

N/A: NOT APPLICABLE TO THIS COMMAND

Mission Requirements

c. Ground School Flight Training

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

CCN: 171-10

(a) PILOT

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

N/A: NOT APPLICABLE TO THIS COMMAND

* ADD TWO HOURS FOR MARINE STUDENTS

Mission Requirements

c. Ground School Flight Training

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

(a) PILOT

CCN: 171-20

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

N/A: NOT APPLICABLE TO THIS COMMAND

Mission Requirements (cont.)Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

(a) PILOT

CCN: 171-35

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

N/A, NOT APPLICABLE TO THIS COMMAND

Mission requirementsGround School Flight Training (cont.)(b) NFOQUESTION NOT VALID FOR THIS COMMANDCCN: N/A

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

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

NONE

Mission Requirements (cont.)1. Other Ground Training

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

CCN:171-10

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

Mission Requirements (cont.)1. Other Ground Training

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

CCN: 17x-xx

NONE - ALL OUR FACILITIES ARE DESIGNATED FOR STUDENT TRAINING.

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

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

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

Mission Requirements (cont.)Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft **not** used for training. Project requirements if necessary.

BASE: NAS WHITING FIELD

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

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

NOTE: TRAINING AIR WING FIVE IS REPORTING CUSTODIAN ONLY

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UIC 60508

Mission Requirements (cont.)

E. Training Airframes (cont.)

AIRCRAFT NOT USED FOR TRAINING

	FY93	FY94	FY95	FY96	FY97	FY98	FY99	FY2000	FY2001
C-12/21	0	0	0	0	0	0	0	0	0
H-60	0	0	0	0	0	0	0	0	0

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-34C

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	47.87 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.94
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0
Min Runway Length (ft)	2,200
Preferred Runway Length (ft)	4,000
Min Runway Length for Touch and Go (T/G) (ft)	2,200
Runway Width (ft)	150 FT
Required Taxiway Width (ft)	40 FT
Weight Bearing Requirement (kips)	LESS THAN 10,000 LBS
Apron Space Required (ft ² /Aircraft)	5130
Hangar Space Required (ft ² /Aircraft)	1296
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/LOC

NOTE: GPS CONFIGURED HOWEVER NOT INTEGRATED

Mission Requirements (cont.)Training Airframes (cont.)AIRCRAFT NOT USED FOR TRAINING

	<u>FY93</u>	<u>FY94</u>	<u>FY95</u>	<u>FY96</u>	<u>FY97</u>	<u>FY98</u>	<u>FY99</u>	<u>FY2000</u>	<u>FY2001</u>
<u>C-12/21</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>H-60</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-34C

<u>FACTOR</u>	<u>VALUE</u>
<u>Utilization Rate (UTE Rate--sorties or hours per month)</u>	<u>59.6 HOURS PER MONTH</u>
<u>Average Sortie Duration (ASD) (hrs)</u>	<u>1.94</u>
<u>Planned Turn Time (hrs) (Time from landing to takeoff)</u>	<u>2.0</u>
<u>Min Runway Length (ft)</u>	<u>2,200</u>
<u>Preferred Runway Length (ft)</u>	<u>4,000</u>
<u>Min Runway Length for Touch and Go (T/G) (ft)</u>	<u>2,200</u>
<u>Runway Width (ft)</u>	<u>150 FT</u>
<u>Required Taxiway Width (ft)</u>	<u>40 FT</u>
<u>Weight Bearing Requirement (kips)</u>	<u>LESS THAN 10,000 LBS 4.5</u>
<u>Apron Space Required (ft²/Aircraft)</u>	<u>5130 ¹</u>
<u>Hangar Space Required (ft²/Aircraft)</u>	<u>1296 ²</u>
<u>Navigation Equipment On-Board (GPS?--when?)</u>	<u>VOR/TACAN/LOC</u>

NOTE: GPS CONFIGURED HOWEVER NOT INTEGRATED

NOTE: 1. NAUFAC P-80, TABLE 113-20B

2. PER NAUFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

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UIC 60508

Mission Requirements (cont.)

E. Training Airframes (cont.)

AIRCRAFT TYPE: H-57

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	51.96 HOURS PER MONTH
Average Sortie Duration (ASD) (hrs)	1.56
Planned Turn Time (hrs) (Time from landing to takeoff)	1.75
Min Runway Length (ft)	NOTE 1
Preferred Runway Length (ft)	NOTE 1
Min Runway Length for Touch and Go (T/G) (ft)	NOTE 1
Runway Width (ft)	NOTE 1
Required Taxiway Width (ft)	NOTE 1
Weight Bearing Requirement (kips)	LESS THAN 10,000 LBS
Apron Space Required (ft ² /Aircraft)	6165
Hangar Space Required (ft ² /Aircraft)	400
Navigation Equipment On-Board (GPS?--when?)	VOR/TACAN/ RNAV/LOC/ILS/ADF

NOTE 1: H-57'S DO NOT NEED RUNWAYS AND TAXIWAYS. THEY CAN OPERATE FROM GRASS OR PAVED AREAS.

3. List any additional constraints or limitations to the training airframes that impact the training mission.

NONE

Mission Requirements (cont.). Training Airframes (cont.)AIRCRAFT TYPE: H-57

<u>FACTOR</u>	<u>VALUE</u>
<u>Utilization Rate (UTE Rate--sorties or hours per month)</u>	<u>65.6 HOURS PER MONTH</u>
<u>Average Sortie Duration (ASD) (hrs)</u>	<u>1.56</u>
<u>Planned Turn Time (hrs) (Time from landing to takeoff)</u>	<u>1.75</u>
<u>Min Runway Length (ft)</u>	<u>NOTE 1</u>
<u>Preferred Runway Length (ft)</u>	<u>NOTE 1</u>
<u>Min Runway Length for Touch and Go (T/G) (ft)</u>	<u>NOTE 1</u>
<u>Runway Width (ft)</u>	<u>NOTE 1</u>
<u>Required Taxiway Width (ft)</u>	<u>NOTE 1</u>
<u>Weight Bearing Requirement (kips)</u>	<u>LESS THAN 10,000 LBS</u>
<u>Apron Space Required (ft²/Aircraft)</u>	<u>6165 ¹</u>
<u>Hangar Space Required (ft²/Aircraft)</u>	<u>400 ²</u>
<u>Navigation Equipment On-Board (GPS?--when?)</u>	<u>VOR/TACAN/ RNAV/LOC/ILS/ADF</u>

NOTE 1: H-57'S DO NOT NEED RUNWAYS AND TAXIWAYS. THEY CAN OPERATE FROM GRASS OR PAVED AREAS.

3. List any additional constraints or limitations to the training airframes that impact the training mission.

NONE

NOTE: 1. NAUFAC P-80, TABLE 113-20 B

2. PER NAUFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT

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5/12/94

Facilities.. NORTH FIELD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NAS WHITING FIELD (NORTH)

Location (Lat/Long and nearest town): 30 43.4'N 87 01.3'W, MILTON FL

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

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

For OLF: Distance (nm) from home field: HOMEFIELD

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>43029</u>	<u>47129</u>	<u>41629</u>
	<u>Graduate Training Sorties</u>	<u>2224</u>	<u>2280</u>	<u>2061</u>
	<u>Training Support Sorties*</u>	<u>5605</u>	<u>5596</u>	<u>4540</u>
	<u>Other Sorties</u>	<u>4764</u>	<u>1393</u>	<u>825</u>
	<u>TOTAL SORTIES:</u>	<u>55622</u>	<u>56398</u>	<u>49055</u>
<u>Non-Operational Hours³</u>	<u>Standdowns</u>	<u>85</u>	<u>68.6</u>	<u>68.6</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>34.3</u>	<u>68.6</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES: MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS: 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

³Hours when the airfield was closed for flight operations.

Facilities (cont.)NORTH FIELD (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45⁴</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87(2) FY 88(3) FY 85(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)NORTH FIELD (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	<u>12.15/5.0</u>	<u>12.15/5.0</u>	<u>12.15/5.0</u>
Days per year:	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type:T-34C Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
<u>Weather</u>	<u>Primary</u>	<u>18.17</u>	<u>18.17</u>	<u>22.0</u>
	<u>Intermediate</u>	<u>*</u>	<u>*</u>	<u>*</u>
	<u>Advanced</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Etc</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maintenance</u>		<u>*</u>	<u>*</u>	<u>*</u>
<u>Operations</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other Military Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>18.17</u>	<u>18.17</u>	<u>22.0</u>

* Included in primary figures

NOTE 1: 46 Year average below VFR = 13%

NOTE 2: All syllabus flights are made up

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

NONE

Facilities (cont.).. NORTH FIELD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

- a. Percentage of time WX at or above 200/1? 96.5
- b. Percentage of time WX at or above 300/1? 96.0
- c. Percentage of time WX at or above 500/1? 94.2
- d. Percentage of time WX at or above 1000/3? 87.1
- e. Percentage of time WX 3000/5 and above? 71.4
- f. Percentage of time WX 3000/3 and above? 74.4
- g. Percentage of time WX 1500/3 and above? 84.0
- h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0
- i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1
- j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.).. NORTH FIELD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NORTH WHITING

<u>Syllabus of Training *</u>	<u>Level of Training</u> * (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>93.16</u>	<u>63.6</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>3.42</u>	<u>18.2</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>3.42</u>	<u>18.2</u>
<u>Total</u>		<u>100</u>	<u>100</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.).. NORTH FIELD (cont.)

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

99 OPERATIONS PER HOUR. NAS WHITING (NORTH)

ANNUAL DAYLIGHT SERVICE VOLUME (ASV.WK1)

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTING FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>89</u>	<u>130</u>	<u>100</u>	<u>1</u>
<u>IFR</u>	<u>0</u>	<u>6.2</u>	<u>63</u>	<u>48</u>	<u>4</u>
<u>BELOW MIN</u>	<u>0</u>	<u>4.8</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR: 99

SERVICE VOLUME: 283,828

AIR STATION: NAS WHITING (NORTH)

REMARKS: CHART 3-4 VFR, 3-44 IFR AND BELOW 400/1

DATE RUN: 09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>165</u>	<u>1</u>	<u>0.79</u>	<u>130</u>	<u>3-4</u>
<u>63</u>	<u>1</u>	<u>1</u>	<u>63</u>	<u>3-44</u>

CLOSE HOLD

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The original answer for question number 9 on page 29 of Joint Data Call 19, did not consider operational capacity for JPATS contenders.

The operations per hour capacity (99) considered T-34C's current and historical operating procedures (split field operations) at NAS Whiting Field (North). The capacity of 99 operations per hour was derived by considering VFR, IFR, and below minimum periods while considering zero touch and go operations. This equates to 130 operations per hour in VFR periods, 63 operations per hour in IFR and zero when below minimums. This data is similarly applicable for the vast majority of JPATS contenders.

Take off ground roll (TGR) and landing ground roll (LGR) data on the two aircraft exceptions would prevent split field operations. Therefore, the hourly capacity for these two exceptions would be reduced to 72 operations per hour considering VFR, IFR, and below minimum periods while considering zero touch and go operations. This equates to 89 operations per hour in VFR periods, 60 operations per hour in IFR and zero when below minimums.

Historically, the runways at NAS Whiting Field (South), have, in essence, served as parallel runways to augment peak and/or surges in operations at North Field. With minimal operational and facility modifications, this enhanced capacity could continue with all JPATS contenders.

NASWF JOINT (20) 19
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N4 *Row*

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Facilities (cont.).. NORTH FIELD (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
<u>Runway 5</u> <u>Traffic Count</u>	<u>35,809</u>	<u>30,726</u>	<u>31,983</u>
<u>Runway 14</u> <u>Traffic Count</u>	<u>29,734</u>	<u>28,630</u>	<u>21,305</u>
<u>Runway 23</u> <u>Traffic Count</u>	<u>20,928</u>	<u>29,045</u>	<u>22,339</u>
<u>Runway 32</u> <u>Traffic Count</u>	<u>27,830</u>	<u>32,455</u>	<u>29,497</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

²
CNATRA N13

	FY 1991	FY 1992	FY 1993
<u>VFR</u>	<u>87 50</u>	<u>87 50</u>	<u>87 50</u>
<u>IFR</u>	<u>13 50</u>	<u>13 50</u>	<u>13 50</u>
<u>Total</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

NOTE: 46 YEAR AVERAGE FOR BELOW VFR IS 13%

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

1. AIR TRAFFIC CONTROL MANNING

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

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

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)NORTH FIELD (cont.)

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁶

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS IN THE NORTH WHITING AIRPORT TRAFFIC AREA.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 227,615

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

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The original answer for question number 11 on page 31 of Joint Data Call 19, did not consider the sortie capacity for JPATS contenders.

The sortie capacity considered T-34C's current and historical operating procedures (split field operations) at NAS Whiting Field (North). This data is similarly applicable for the vast majority of JPATS contenders.

Take off ground roll (TGR) and landing ground roll (LGR) data on the two aircraft exceptions would prevent split field operations. Therefore, the sortie capacity for these two exceptions would be reduced. Based on 72 operations per hour (Question 9) multiplied by 17.15 hours (Question 4), multiplied by 237 days per year (Question 4) = maximum operations per year of 292,648. Each sortie is two operations therefore the maximum sortie rate is 146,324 per year.

Historically, the runways at NAS Whiting Field (South), have, in essence, served as parallel runways to augment peak and/or surges in operations at North Field. With minimal operational and facility modifications, this enhanced capacity could continue with all JPATS contenders.

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MILITARY VALUE (NATRA
N4 Rem

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CLOSE HOLD 12 OCT 94

Facilities (cont.).. NORTH FIELD (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE.

BASED ON THE NATS STUDY PRODUCED IN 1987, NORTH FIELD HAS THE CAPACITY TO GENERATE SORTIES TO SUPPORT A PILOT TRAINING RATE OF 1,500 STUDENTS WITH A SURGE CAPACITY OF 1,925 STUDENTS IN THE T-34C AIRCRAFT.

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name & Runway Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load Bearing Capacity</u> <u>(lbs/ft²)</u>	<u>Lighting</u>					<u>Arresting gear type and location</u>	<u>IFR or VFR (I or V) Capable? Night (N) Capable?</u>	<u>Approach Aids (IFR/VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>05/23</u>	<u>6000</u>	<u>200</u>	<u>TT 70K</u>		<u>X</u>				<u>None</u>	<u>(I) (N)</u>	<u>(I) (V)</u>
<u>14/32</u>	<u>6000</u>	<u>200</u>	<u>TT 71.8K</u>		<u>X</u>				<u>None</u>	<u>(I),(N)</u>	<u>(I),(V)</u>

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

TT-- TWIN TANDEM

Facilities (cont.)NORTH FIELD (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PLANNED ADDITIONS/UPGRADES.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>05</u>	<u>WHITING RADAR</u>	<u>ASR</u>
<u>14</u>	<u>WHITING RADAR</u>	<u>ASR</u>
<u>23</u>	<u>WHITING RADAR</u>	<u>ASR</u>
<u>05</u>	<u>WHITING TACAN</u>	<u>TACAN RWY 5</u>
<u>14</u>	<u>WHITING TACAN</u>	<u>TACAN RWY 14</u>
<u>23</u>	<u>WHITING TACAN</u>	<u>TACAN RWY 23</u>

NOTE: T-34C OPERATE AT SOUTH FIELD FOR PRACTICE AND FULL STOP PRECISION APPROACHES. AIRCRAFT RETURN TO NORTH FIELD VIA A TAXIWAY.

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Facilities (cont.)

A. NORTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	307,060	NOTE 1
113	Access Aprons	SY	15,000	NOTE 3
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	(N4)	
121	Defueling	OL/GM	(N5)	
124	Fuel Storage	GA	402,040	NOTE 1
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	1,000	NOTE 1
422	Open Ammunition Storage	SY	0	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: AN ADDITIONAL 219,217 SY OF OLD RUNWAY SURFACE EXISTS.

EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

NOTE 4: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO TRUCKS CAN REFUEL OR DEFUEL.

NOTE 5: CONTRACTOR OWNED

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities (cont.)NORTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	—
111	Landing Pads	SY	0	—
113	Parking Aprons	SY	307,060	NOTE 1
113	Access Aprons	SY	15,000	NOTE 3
121	Direct Fueling	OL/GM	0	—
121	Truck Fueling	OL/GM	(N4)	—
121	Defueling	OL/GM	(N5)	—
124	Fuel Storage	GA	402,040	NOTE 1
136-36 (USN)	Carrier Lighting	EA	0	—
149	Arresting Gear	EA	0	—
421 422(AF)	Ammunition Storage	CF	1,000	NOTE 1
422	Open Ammunition Storage	SY	0	—

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: AN ADDITIONAL 265,000 SY OF OLD RUNWAY SURFACE. EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

NOTE 4: 11 CONTRACTOR OWNED REFUELING TRUCKS AT 45-50 GPM. TWO TRUCKS CAN REFUEL OR DEFUEL.

NOTE 5: CONTRACTOR OWNED

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

FacilitiesSOUTH FIELD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/OLF Name: NAS WHITING FIELD (SOUTH)

Location (Lat/Long and nearest town): 30 41.8'N 87 01.0'W, MILTON, FL

Syllabi and Level of Training Supported:

ADVANCED HELICOPTER TRAINING. RADAR AND WEATHER RECOVERY
AIRFIELD FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING. ALSO
SERVES AS TRANSIENT AIRFIELD.

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

For NOLF: Distance (nm) from home field: HOMEFIELD

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>47005</u>	<u>43944</u>	<u>39290</u>
	<u>Graduate Training Sorties</u>	<u>1799</u>	<u>3156</u>	<u>2508</u>
	<u>Training Support Sorties*</u>	<u>2093</u>	<u>2301</u>	<u>2288</u>
	<u>Other Sorties</u>	<u>2422</u>	<u>1829</u>	<u>702</u>
	<u>TOTAL SORTIES:</u>	<u>53319</u>	<u>51230</u>	<u>44788</u>
<u>Non- Operational Hours⁷</u>	<u>Standdowns</u>	<u>85.75</u>	<u>68.6</u>	<u>68.6</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>34.3</u>	<u>0</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations

Facilities (cont.).. SOUTH FIELD (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45⁸</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87(2) FY 88(3) FY 85(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.).. SOUTH FIELD (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>12.15/5.0</u>	<u>12.15/5.0</u>	<u>12.15/5.0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type: TH-57 Undergraduate Training: (Yes)

<u>Factor</u>		<u>Percentage Lost</u>		
		<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>
<u>Weather</u>	<u>Primary</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Intermediate</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>11.98</u>	<u>11.98</u>	<u>10.0</u>
	<u>Etc.*</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maintenance</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Operations</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other Military Flights</u>		<u>1.0</u>	<u>1.0</u>	<u>1.0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>12.98</u>	<u>12.98</u>	<u>11.0</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.).. SOUTH FIELD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)SOUTH FIELD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: SOUTH FIELD

<u>Syllabus of Training *</u>	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>2.92</u>	<u>2.54</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>.54</u>	<u>.73</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>.54</u>	<u>.73</u>
<u>Rotary</u>	<u>Advanced (H-57)</u>	<u>96.0</u>	<u>96.0</u>
	Total	100	100

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

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

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

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 5</u> <u>Traffic Count</u>	<u>27395</u>	<u>23797</u>	<u>27073</u>
<u>Runway 14</u> <u>Traffic Count</u>	<u>33972</u>	<u>25214</u>	<u>26230</u>
<u>Runway 23</u> <u>Traffic Count</u>	<u>19983</u>	<u>21903</u>	<u>19024</u>
<u>Runway 32</u> <u>Traffic Count</u>	<u>38737</u>	<u>50073</u>	<u>54338</u>

Facilities (cont.).. SOUTH FIELD (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
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	FY 1991	FY 1992	FY 1993
VFR	<u>87</u> 50	<u>87</u> 50	<u>87</u> 50
IFR	<u>13</u>	<u>13</u> 50	<u>13</u> 50
Total	100%	100%	100%

NOTE: 46 YEAR AVERAGE FOR BELOW VFR IS 13%

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁹.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁹.

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.).. SOUTH FIELD (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)SOUTH FIELD (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> (<u>Airfield Name &</u> <u>Runway</u> <u>Designation</u>)	<u>Length</u> (ft)	<u>Width</u> (ft)	<u>Load</u> <u>Bearing</u> <u>Capacity</u> (lbs/ft ²)	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> (I or V) <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> (<u>IFR/</u> <u>VFR</u>)
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>05/23</u>	<u>6000</u>	<u>200</u>	<u>TT2311</u>		<u>X</u>				<u>NONE</u>	<u>(I),(N)</u>	<u>(I)</u>
<u>14/32</u>	<u>6000</u>	<u>200</u>	<u>TTT275</u> <u>K</u> <u>TT131</u>		<u>X</u>				<u>NONE</u>	<u>(I),(N)</u>	<u>(I)</u>

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

T--TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

PLANNING INITIATED FOR PAPI LIGHTS AND AN ILS.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>05</u>	<u>WHITING RADAR</u>	<u>ASR</u>
<u>05</u>	<u>WHITING TACAN</u>	<u>TACAN 001</u>
<u>14</u>	<u>WHITING RADAR</u>	<u>ASR</u>
<u>23</u>	<u>WHITING RADAR</u>	<u>PAR</u>
<u>23</u>	<u>WHITING RADAR</u>	<u>ASR</u>
<u>32</u>	<u>WHITING RADAR</u>	<u>ASR</u>
<u>32</u>	<u>WHITING RADAR</u>	<u>PAR</u>
<u>32</u>	<u>WHITING TACAN</u>	<u>TACAN 32</u>

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Facilities (cont.)

A. SOUTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	266,667	NOTE 1,2
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	1,111	NOTE 1
113	Parking Aprons	SY	226,667	NOTE 1
113	Access Aprons	SY	95,556	NOTE 3
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	0	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: THERE IS AN ADDITIONAL 258,345 SY OF OLD RUNWAY SURFACE RATED INADEQUATE.
THE EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE-REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

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NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities (cont.)... SOUTH FIELD (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>266,667</u>	<u>NOTE 1,2</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>1,111</u>	<u>NOTE 1</u>
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>226,667</u>	<u>NOTE 1</u>
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>95,556</u>	<u>NOTE 3</u>
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: ALL QUANTITIES ARE ADEQUATE UNLESS OTHERWISE STATED.

NOTE 2: THERE IS AN ADDITIONAL 225,833 SY OF OLD RUNWAY SURFACE RATED INADEQUATE. THE EXISTING ADEQUATE RUNWAYS ARE 200 FEET WIDE- REDUCED FROM A 300 FOOT WIDTH. THERE IS, THEREFORE, A 50 FOOT WIDE STRIP OF ABANDONED, DETERIORATING ASPHALT SURFACE ON EITHER SIDE OF THE RUNWAYS.

NOTE 3: ACCESS APRONS UNDER CONSTRUCTION TO ADEQUATE

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

FacilitiesBREWTON

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF BREWTON (BREWTON MUND)

Location (Lat/Long and nearest town): 31 03'N 87 04'W, BREWTON, AL

Syllabi and Level of Training Supported:

LEASED BY THE NAVY FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING

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

For NOLF: Distance (nm) from home field: 23.5 NM N OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>5558</u>	<u>5672</u>	<u>5330</u>
	<u>Graduate Training Sorties</u>	<u>359</u>	<u>471</u>	<u>450</u>
	<u>Training Support Sorties*</u>	<u>1084</u>	<u>747</u>	<u>722</u>
	<u>Other Sorties</u>	<u>34</u>	<u>115</u>	<u>18</u>
	<u>TOTAL SORTIES:</u>	<u>7035</u>	<u>7005</u>	<u>6520</u>
<u>Non-Operational Hours¹⁰</u>	<u>Standdowns</u>	<u>57.5</u>	<u>46.0</u>	<u>46.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>23.0</u>	<u>34.5</u>

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*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

¹⁰Hours when the airfield was closed for flight operations.

Facilities (cont.)BREWTON (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45 ¹¹	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45 ²	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

CLOSE HOLD

UIC 60508

Facilities (cont.)

A. BREWTON (cont.)

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)BREWTON (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>11.5/0</u>	<u>11.5/0</u>	<u>11.5/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34cUndergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.)**BREWTON (cont.)**

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- a. Percentage of time WX at or above 200/1? 96.5
- b. Percentage of time WX at or above 300/1? 96.0
- c. Percentage of time WX at or above 500/1? 94.2
- d. Percentage of time WX at or above 1000/3? 87.1
- e. Percentage of time WX 3000/5 and above? 71.4
- f. Percentage of time WX 3000/3 and above? 74.4
- g. Percentage of time WX 1500/3 and above? 84.0
- h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0
- i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1
- j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF BREWTON

<u>Syllabus of Training *</u>	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>100</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.)BREWTON (cont.)

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

ANNUAL DAYLIGHT SERVICE VOLUME(ASV.WK1)NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTING FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>83</u>	<u>131</u>	<u>100</u>	<u>1</u>
<u>BELOW VFR</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR:72SERVICE VOLUME:206,556AIR STATION:NAS WHITING FIXED WING NOLF'SREMARKS:CHART 3-3 VFR, 3-43 IFRDATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>104</u>	<u>1.8</u>	<u>0.7</u>	<u>131</u>	<u>3-3</u>
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3-43</u>

Facilities (cont.)BREWTON (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 6 Traffic Count	<u>24661</u>	<u>19513</u>	<u>18813</u>
Runway 12 Traffic Count	<u>13638</u>	<u>12785</u>	<u>20618</u>
Runway 24 Traffic Count	<u>12757</u>	<u>9833</u>	<u>11020</u>
Runway 30 Traffic Count	<u>52993</u>	<u>63973</u>	<u>45211</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
CNATIA
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	FY 1991	FY 1992	FY 1993
VFR	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>
IFR	<u>0</u>	<u>0</u>	<u>0</u>
Total	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations¹².

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations¹³.

NONE WITH CURRENT TYPE AIRCRAFT

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)BREWTON (cont.)

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

NO CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

Facilities (cont.)BREWTON (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name &</u> <u>Runway</u> <u>Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load</u> <u>Bearing</u> <u>Capacity</u> (lbs/ft ²)	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> <u>(I or V)</u> <u>Capable</u> <u>? Night</u> <u>(N)</u> <u>Capable</u> <u>?</u>	<u>Approa</u> <u>ch Aids</u> <u>(IFR/</u> <u>VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>06/24</u>	<u>5135</u>	<u>150</u>	<u>S27.4</u> <u>T35.6</u>		<u>X</u>				<u>NONE</u>	<u>(V)(N*)</u> <u>(I)</u>	<u>I</u>
<u>12/30</u>	<u>4066</u>	<u>150</u>	<u>S33.7/</u> <u>T43.8</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>
<u>18/36 (**)</u>	<u>4100</u>	<u>150</u>	<u>S98.9/</u> <u>T128.6</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

NOTE: (*) NOT USED FOR NIGHT OPS BY NAVY

(**) NOT USED BY NAVY

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>6</u>	<u>CRESTVIEW VORTAC</u>	<u>VOR DME 30</u>

* NOT USED BY NAVY

Facilities (cont.).. BREWTON (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>153,416</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>NOTE 2</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>NOTE 2</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>NOTE 2</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>NOTE 2</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>NOTE 2</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: QUANTITY RATE IS ADEQUATE

NOTE 2: CIVIL AIRPORT, QUANTITIES UNKNOWN

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

FacilitiesBARIN

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF BARIN

Location (Lat/Long and nearest town): 30 23'N 87 38'W, FOLEY, AL.

Syllabi and Level of Training Supported:

PRIMARY AND INTERMEDIATE FIXED WING TRAINING

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

For NOLF: Distance (nm) from home field: 44 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational</u> <u>Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>4158</u>	<u>4317</u>	<u>3358</u>
	<u>Graduate Training Sorties</u>	<u>187</u>	<u>208</u>	<u>172</u>
	<u>Training Support Sorties*</u>	<u>471</u>	<u>459</u>	<u>452</u>
	<u>Other Sorties</u>	<u>263</u>	<u>125</u>	<u>96</u>
	<u>TOTAL SORTIES:</u>	<u>5079</u>	<u>5109</u>	<u>4078</u>
<u>Non-Operational</u> <u>Hours¹⁴</u>	<u>Standdowns</u>	<u>57.5</u>	<u>46.0</u>	<u>46.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>23.0</u>	<u>34.5</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER SORTIES 1992 HURRICANE ANDREW

WHITING FIELD 50TH ANNIVERSARY

¹⁴Hours when the airfield was closed for flight operations.

Facilities (cont.).. BARIN (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45¹⁵</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87(2) FY 88(3) FY 85(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

CLOSE HOLD

UIC 60508

Facilities (cont.)

A. BARIN (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

NOTE: NIGHT HOURS WILL DEPEND ON REQUIREMENTS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.).. BARIN (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>11.5/0</u>	<u>11.5/0</u>	<u>11.5/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

NOTE: NIGHT HOURS WILL DEPEND ON REQUIREMENTS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.).. BARIN (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- | | |
|--|--------------------------|
| a. <u>Percentage of time WX at or above 200/1?</u> | <u>96.5</u> |
| b. <u>Percentage of time WX at or above 300/1?</u> | <u>96.0</u> |
| c. <u>Percentage of time WX at or above 500/1?</u> | <u>94.2</u> |
| d. <u>Percentage of time WX at or above 1000/3?</u> | <u>87.1</u> |
| e. <u>Percentage of time WX 3000/5 and above?</u> | <u>71.4</u> |
| f. <u>Percentage of time WX 3000/3 and above?</u> | <u>74.4</u> |
| g. <u>Percentage of time WX 1500/3 and above?</u> | <u>84.0</u> |
| h. <u>Percentage of time crosswind component to the primary runway at or below 15 knots?</u> | <u>99.0</u> |
| i. <u>Percentage of time crosswind component to the primary runway at or above 25 knots?</u> | <u>0.1</u> |
| j. <u>Mean number of days of icing in the local flying area?</u> | <u>ESTIMATED 48 DAYS</u> |

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.).. BARIN (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF BARIN

<u>Syllabus of Training</u> *	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>92.97</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>NFO</u>	<u>Primary</u>	<u>7.03</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>100</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 391 SORTIES, 5,092 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.).. BARIN (cont.)

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

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME(ASV.WK1)NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTIN G FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>83</u>	<u>131</u>	<u>100</u>	<u>1</u>
<u>BELOW VFR</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR:72SERVICE VOLUME:206,556AIR STATION:NAS WHITING FIXED WING NOLF'SREMARKS:CHART 3-3 VFR, 3-43 IFRDATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>104</u>	<u>1.8</u>	<u>0.7</u>	<u>131</u>	<u>3-3</u>
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3-43</u>

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Facilities (cont.).. BARIN (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 9</u> <u>Traffic Count</u>	<u>26343</u>	<u>15025</u>	<u>26292</u>
<u>Runway 15</u> <u>Traffic Count</u>	<u>20224</u>	<u>14404</u>	<u>13021</u>
<u>Runway 27</u> <u>Traffic Count</u>	<u>7558</u>	<u>14261</u>	<u>14788</u>
<u>Runway 33</u> <u>Traffic Count</u>	<u>37578</u>	<u>30372</u>	<u>29622</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
CHAPTER 43

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100% SV</u>	<u>100% SV</u>	<u>100% SV</u>
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100% SV</u>	<u>100% SV</u>	<u>100% SV</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

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

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations¹⁷.

NONE WITH CURRENT TYPE AIRCRAFT.

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

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.).. BARIN (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION
NUMBER 16 FOR NORTH FIELD. FIELD TRAINING IS BASED AT NORTH FIELD AND H-57*p766Y

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NONE WITH CURRENT AIRCRAFT TYPE

Facilities (cont.).. BARIN (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> (Airfield Name & Runway Designation)	<u>Length</u> (ft)	<u>Width</u> (ft)	<u>Load</u> <u>Bearing</u> <u>Capacity</u> (lbs/ft ²)	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> (I or V) <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> (IFR/ VFR)
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>09/27</u>	<u>4000</u>	<u>150</u>	<u>S82/T107</u> <u>/TT160</u>				<u>X</u>		<u>NONE</u>	<u>(V)</u>	<u>NONE</u>
<u>15/33</u>	<u>4000</u>	<u>150</u>	<u>UN-</u> <u>KNOWN</u>		<u>X</u>				<u>NONE</u>	<u>(V)(N)</u>	<u>NONE</u>

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

T-- TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>N/A</u>		

Facilities (cont.).. BARIN (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>133,332</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>158,057</u>	<u>NOTE 2</u>
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: QUANTITIES ARE RATED ADEQUATE.

NOTE 2: 9,000 SY OF QUANTITY IS RATED ADEQUATE. THE REMAINDER IS SUBSTANDARD.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities.. EVERGREEN

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF EVERGREEN (MIDDLETON AIRPORT)

Location (Lat/Long and nearest town): 31 25'N 87 03'W, EVERGREEN, AL

Syllabi and Level of Training Supported:

LEASED BY THE NAVY FOR PRIMARY AND INTERMEDIATE FIXED WING TRAINING

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

For NOLF: Distance (nm) from home field: 49 N OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational</u> <u>Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>5760</u>	<u>5626</u>	<u>5474</u>
	<u>Graduate Training Sorties</u>	<u>326</u>	<u>270</u>	<u>276</u>
	<u>Training Support Sorties*</u>	<u>470</u>	<u>550</u>	<u>351</u>
	<u>Other Sorties</u>	<u>156</u>	<u>46</u>	<u>11</u>
	<u>TOTAL SORTIES:</u>	<u>6712</u>	<u>6492</u>	<u>6112</u>
<u>Non-Operational</u> <u>Hours¹⁸</u>	<u>Standdowns</u>	<u>56.25</u>	<u>45.0</u>	<u>45.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>22.5</u>	<u>33.75</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

-OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

-OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations

Facilities (cont.).. EVERGREEN (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45¹⁹</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

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Facilities (cont.)

A. EVERGREEN (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

R

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)**EVERGREEN (cont.)**

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>11.25/0</u>	<u>11.25/0</u>	<u>11.25/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.).. EVERGREEN (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- a. Percentage of time WX at or above 200/1? 96.5
- b. Percentage of time WX at or above 300/1? 96.0
- c. Percentage of time WX at or above 500/1? 94.2
- d. Percentage of time WX at or above 1000/3? 87.1
- e. Percentage of time WX 3000/5 and above? 71.4
- f. Percentage of time WX 3000/3 and above? 74.4
- g. Percentage of time WX 1500/3 and above? 84.0
- h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0
- i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1
- j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF EVERGREEN (MIDDLETON FIELD)

<u>Syllabus of Training *</u>	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>100</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>100</u>

Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.).. EVERGREEN (cont.)

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

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME(ASV.WK1)NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTING FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>83</u>	<u>131</u>	<u>100</u>	<u>1</u>
<u>BELOW VFR</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR:72SERVICE VOLUME:206,556AIR STATION:NAS WHITING FIXED WING NOLF'SREMARKS:CHART 3-3 VFR, 3-43 IFRDATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>104</u>	<u>1.8</u>	<u>0.7</u>	<u>131</u>	<u>3-3</u>
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3-43</u>

Facilities (cont.)EVERGREEN (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 9</u> <u>Traffic Count</u>	<u>34063</u>	<u>42841</u>	<u>41435</u>
<u>Runway 18</u> <u>Traffic Count</u>	<u>21633</u>	<u>19141</u>	<u>14838</u>
<u>Runway 27</u> <u>Traffic Count</u>	<u>11003</u>	<u>17421</u>	<u>17615</u>
<u>Runway 36</u> <u>Traffic Count</u>	<u>34661</u>	<u>31386</u>	<u>30981</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
CWA
NS

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations²⁰.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations²¹.

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.).. EVERGREEN (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.).. EVERGREEN (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name &</u> <u>Runway</u> <u>Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load</u> <u>Bearing</u> <u>Capacity</u> <u>(lbs/ft²)</u>	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> <u>(I or V)</u> <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> <u>(IFR/</u> <u>VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
09/27	4000	150	S30/D50				X		NONE	(V)	
18/36	4000	150	S30/D50		X				NONE	(V)(N*)(I*)	—(I*)

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

*-- Not Used By Navy

9. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
36	MONROEVILLE VORTAC	VOR DME 09

Facilities (cont.).. EVERGREEN (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>133,332</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>NOTE 2</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>NOTE 2</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>NOTE 2</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>NOTE 2</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: QUANTITY RATE IS ADEQUATE

NOTE 2: CIVIL AIRPORT, QUANTITIES UNKNOWN

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities.. HOLLEY

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF HOLLEY

Location (Lat/Long and nearest town): 30 26'N 86 54'W, NAVARRE, FL.

Syllabi and Level of Training Supported:

PRIMARY AND INTERMEDIATE FIXED WING TRAINING

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

For NOLF: Distance (nm) from home field: 21 SSE OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational</u> <u>Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>2487</u>	<u>2173</u>	<u>2094</u>
	<u>Graduate Training Sorties</u>	<u>182</u>	<u>125</u>	<u>151</u>
	<u>Training Support Sorties*</u>	<u>433</u>	<u>487</u>	<u>412</u>
	<u>Other Sorties</u>	<u>56</u>	<u>186</u>	<u>36</u>
	<u>TOTAL SORTIES:</u>	<u>3158</u>	<u>2971</u>	<u>2693</u>
<u>Non-Operational</u> <u>Hours²²</u>	<u>Standdowns</u>	<u>45.0</u>	<u>36.0</u>	<u>36.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>18.0</u>	<u>27.0</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc. List below the "other sorties" and "other events" included in the table above:

-OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

-OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations.

Facilities (cont.)HOLLEY (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data. **THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.**

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45²³</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87(2) FY 88(3) FY 85(4) NO RECORDED INFORMATION* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

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Facilities (cont.)

A. HOLLEY (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)HOLLEY (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>9/0</u>	<u>9/0</u>	<u>9/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34cUndergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.).. HOLLEY (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- | | |
|--|--------------------------|
| a. <u>Percentage of time WX at or above 200/1?</u> | <u>96.5</u> |
| b. <u>Percentage of time WX at or above 300/1?</u> | <u>96.0</u> |
| c. <u>Percentage of time WX at or above 500/1?</u> | <u>94.2</u> |
| d. <u>Percentage of time WX at or above 1000/3?</u> | <u>87.1</u> |
| e. <u>Percentage of time WX 3000/5 and above?</u> | <u>71.4</u> |
| f. <u>Percentage of time WX 3000/3 and above?</u> | <u>74.4</u> |
| g. <u>Percentage of time WX 1500/3 and above?</u> | <u>84.0</u> |
| h. <u>Percentage of time crosswind component to the primary runway at or below 15 knots?</u> | <u>99.0</u> |
| i. <u>Percentage of time crosswind component to the primary runway at or above 25 knots?</u> | <u>0.1</u> |
| j. <u>Mean number of days of icing in the local flying area?</u> | <u>ESTIMATED 48 DAYS</u> |

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.).. HOLLEY (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF HOLLEY

<u>Syllabus of Training *</u>	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary</u> (T-34C)	<u>99.33</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u> (T-34C)	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u> (T-34C)	<u>0</u>	<u>0</u>
<u>NFO</u>	<u>Primary</u> (T-34C)	<u>.67</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix I.

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

Facilities (cont.)HOLLEY (cont.)

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

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME(ASV.WK1)NAVY OLF'S

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<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTING FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>83</u>	<u>131</u>	<u>100</u>	<u>1</u>
<u>BELOW VFR</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR:72SERVICE VOLUME:206,556AIR STATION:NAS WHITING FIXED WING NOLF'SREMARKS:CHART 3-3 VFR, 3-43 IFRDATE RUN:09 FEBRUARY 1994 BY CNATRA N3

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<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>104</u>	<u>1.8</u>	<u>0.7</u>	<u>131</u>	<u>3-3</u>
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3-43</u>

Facilities (cont.)HOLLEY (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 9</u> <u>Traffic Count</u>	<u>17024</u>	<u>15318</u>	<u>16546</u>
<u>Runway 17</u> <u>Traffic Count</u>	<u>15664</u>	<u>14846</u>	<u>12827</u>
<u>Runway 27</u> <u>Traffic Count</u>	<u>5460</u>	<u>9391</u>	<u>9653</u>
<u>Runway 35</u> <u>Traffic Count</u>	<u>18123</u>	<u>19293</u>	<u>10025</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
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N3

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100</u> 50	<u>100</u> 50	<u>100</u> 50
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100%</u> 50	<u>100%</u> 50	<u>100%</u> 50

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations²⁴.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations²⁵.

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)HOLLEY (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.). HOLLEY (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name &</u> <u>Runway</u> <u>Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load</u> <u>Bearing</u> <u>Capacity</u> <u>(lbs/ft²)</u>	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> <u>(I or V)</u> <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> <u>(IFR/</u> <u>VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>09/27</u>	<u>3600</u>	<u>150</u>	<u>SNGL</u> <u>51K</u>				<u>X</u>		<u>NONE</u>	<u>VFR</u>	<u>NONE</u>
<u>17/35</u>	<u>3600</u>	<u>150</u>	<u>SNGL</u> <u>27K</u>				<u>X</u>		<u>NONE</u>	<u>VFR</u>	<u>NONE</u>

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

NGL-SINGLE WHEEL

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES

NO PLANNED ADDITIONS/UPGRADES

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>N/A</u>		

Facilities (cont.)HOLLEY (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>120,000</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: QUANTITY IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

FacilitiesSAUFLEY

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SAUFLEY

Location (Lat/Long and nearest town): 30 28'N 87 20'W, PENSACOLA, FL

Syllabi and Level of Training Supported:

PRIMARY AND INTERMEDIATE FIXED WING TRAINING

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

NOTE: AIRFIELD OPERATED UNDER AN INTERSERVICE AGREEMENT WITH HOST (NETPMSA PENSACOLA).

For NOLF: Distance (nm) from home field: 26 SSW OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft**. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>5137</u>	<u>5434</u>	<u>4736</u>
	<u>Graduate Training Sorties</u>	<u>90</u>	<u>77</u>	<u>48</u>
	<u>Training Support Sorties*</u>	<u>257</u>	<u>117</u>	<u>256</u>
	<u>Other Sorties</u>	<u>1773</u>	<u>0</u>	<u>8</u>
	<u>TOTAL SORTIES:</u>	<u>7257</u>	<u>5628</u>	<u>5058-5048</u>
<u>Non-Operational Hours²⁶</u>	<u>Standdowns</u>	<u>57.5</u>	<u>46.0</u>	<u>46.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>23.0</u>	<u>34.5</u>

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*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW
WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations.

Facilities (cont.). SAUFLEY (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45²⁷</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

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Facilities (cont.)

A. SAUFLEY (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/5.0	12.15/5.0	12.15/5.0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)SAUFLEY (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>11.5/5.0</u>	<u>11.5/5.0</u>	<u>11.5/5.0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.)SAUFLEY (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- | | |
|--|--------------------------|
| a. <u>Percentage of time WX at or above 200/1?</u> | <u>96.5</u> |
| b. <u>Percentage of time WX at or above 300/1?</u> | <u>96.0</u> |
| c. <u>Percentage of time WX at or above 500/1?</u> | <u>94.2</u> |
| d. <u>Percentage of time WX at or above 1000/3?</u> | <u>87.1</u> |
| e. <u>Percentage of time WX 3000/5 and above?</u> | <u>71.4</u> |
| f. <u>Percentage of time WX 3000/3 and above?</u> | <u>74.4</u> |
| g. <u>Percentage of time WX 1500/3 and above?</u> | <u>84.0</u> |
| h. <u>Percentage of time crosswind component to the primary runway at or below 15 knots?</u> | <u>99.0</u> |
| i. <u>Percentage of time crosswind component to the primary runway at or above 25 knots?</u> | <u>0.1</u> |
| j. <u>Mean number of days of icing in the local flying area?</u> | <u>ESTIMATED 48 DAYS</u> |

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)

.. SAUFLEY (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SAUFLEY

<u>Syllabus of Training</u> *	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>99.6</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>NFO</u>	<u>Primary (T-34C)</u>	<u>.4</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

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

Facilities (cont.)SAUFLEY (cont.)

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

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME

(ASV.WK1)

NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTING FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>83</u>	<u>131</u>	<u>100</u>	<u>1</u>
<u>BELOW VFR</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR:72

SERVICE VOLUME:206,556

AIR STATION:NAS WHITING FIXED WING NOLF'S

REMARKS:CHART 3-3 VFR, 3-43 IFR

DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>104</u>	<u>1.8</u>	<u>0.7</u>	<u>131</u>	<u>3-3</u>
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3-43</u>

Facilities (cont.)

.. SAUFLEY (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 5</u> <u>Traffic Count</u>	<u>26584</u>	<u>255678</u>	<u>21907</u>
<u>Runway 14</u> <u>Traffic Count</u>	<u>10806</u>	<u>15342</u>	<u>8229</u>
<u>Runway 23</u> <u>Traffic Count</u>	<u>10410</u>	<u>12388</u>	<u>9835</u>
<u>Runway 35</u> <u>Traffic Count</u>	<u>14798</u>	<u>20849</u>	<u>14991</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
CHAMA
N3

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations²⁸.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations²⁹.

NONE WITH CURRENT TYPE AIRCRAFT

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.).. SAUFLEY (cont.)

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

NO CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

Facilities (cont.)

.. SAUFLEY (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> (Airfield Name & Runway Designation)	<u>Length</u> (ft)	<u>Width</u> (ft)	<u>Load</u> <u>Bearing</u> <u>Capacity</u> (lbs/ft ²)	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> (I or V) <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> (<u>IFR/</u> <u>VFR</u>)
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>05/23</u>	<u>4000</u>	<u>150</u>	<u>S63/T82/</u> <u>TT123</u>		<u>X</u>				<u>N/A</u>	<u>V</u>	<u>NONE</u>
<u>14/32</u>	<u>4000</u>	<u>150</u>	<u>S55/T71/</u> <u>TT107</u>				<u>X</u>		<u>N/A</u>	<u>V</u>	<u>NONE</u>

*p3162Y

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

TT-- TWIN TANDEM

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES. NO PLANNED ADDITIONS/UPGRADE

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>N/A</u>		

Facilities (cont.).. SAUFLEY (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>727,399</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>177,994</u>	<u>NOTE 2</u>
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: THE QUANTITY LISTED IS ADEQUATE (133,334) AND SUBSTANDARD (594,065).
ADDITIONALLY THERE IS 224,619 SY OF INADEQUATE. THE INADEQUATE QUANTITY
REPRESENTS PORTIONS OF ABANDONED RUNWAYS AND THE ABANDONED 150' WIDTH
OF ORIGINAL 300' WIDE RUNWAYS.

NOTE 2: SUBSTANDARD

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

FacilitiesSILVERHILL

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SILVERHILL

Location (Lat/Long and nearest town): 30 43'N 87 49'W, ROBERTSDALE, AL.

Syllabi and Level of Training Supported:

PRIMARY AND INTERMEDIATE FIXED WING TRAINING

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

For NOLF: Distance (nm) from home field: 47 WSW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>2323</u>	<u>3154</u>	<u>3014</u>
	<u>Graduate Training Sorties</u>	<u>178</u>	<u>220</u>	<u>130</u>
	<u>Training Support Sorties*</u>	<u>508</u>	<u>398</u>	<u>322</u>
	<u>Other Sorties</u>	<u>109</u>	<u>18</u>	<u>18</u>
	<u>TOTAL SORTIES:</u>	<u>3118</u>	<u>3790</u>	<u>3484</u>
<u>Non-Operational Hours³⁰</u>	<u>Standdowns</u>	<u>45.0</u>	<u>36.0</u>	<u>36.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>18.0</u>	<u>27.0</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW

WHITING FIELD 50TH ANNIVERSARY

³⁰Hours when the airfield was closed for flight operations.

Facilities (cont.)SILVERHILL (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45³¹</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142(3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87 (2) FY 88

(3) FY 85 (4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

CLOSE HOLD

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Facilities (cont.)

A. SILVERHILL (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C

Undergraduate Training: (Yes)

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.).. SILVERHILL (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>9.0/0</u>	<u>9.0/0</u>	<u>9.0/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C**Undergraduate Training: (Yes)**

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

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.)SILVERHILL (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- a. Percentage of time WX at or above 200/1? 96.5
- b. Percentage of time WX at or above 300/1? 96.0
- c. Percentage of time WX at or above 500/1? 94.2
- d. Percentage of time WX at or above 1000/3? 87.1
- e. Percentage of time WX 3000/5 and above? 71.4
- f. Percentage of time WX 3000/3 and above? 74.4
- g. Percentage of time WX 1500/3 and above? 84.0
- h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0
- i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1
- j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)SILVERHILL (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SILVERHILL

<u>Syllabus of Training</u> *	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>67.35</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>NFO</u>	<u>Primary (T-34C)</u>	<u>32.65</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 2,011 SORTIES, 19,689 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)SILVERHILL (cont.)

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

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME

(ASV.WK1)

NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTING FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>83</u>	<u>131</u>	<u>100</u>	<u>1</u>
<u>BELOW VFR</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR:72

SERVICE VOLUME:206,556

AIR STATION:NAS WHITING FIXED WING NOLF'S

REMARKS:CHART 3-3 VFR, 3-43 IFR

DATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>104</u>	<u>1.8</u>	<u>0.7</u>	<u>131</u>	<u>3-3</u>
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3-43</u>

Facilities (cont.)SILVERHILL (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 5</u> <u>Traffic Count</u>	<u>2106</u>	<u>0</u>	<u>0</u>
<u>Runway 9</u> <u>Traffic Count</u>	<u>24347</u>	<u>34166</u>	<u>23457</u>
<u>Runway 16</u> <u>Traffic Count</u>	<u>9951</u>	<u>7509</u>	<u>4149</u>
<u>Runway 23</u> <u>Traffic Count</u>	<u>296</u>	<u>0</u>	<u>0</u>
<u>Runway 27</u> <u>Traffic Count</u>	<u>5291</u>	<u>15907</u>	<u>9832</u>
<u>Runway 34</u> <u>Traffic Count</u>	<u>11647</u>	<u>13641</u>	<u>6705</u>

Facilities (cont.)SILVERHILL (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
CHARTER
NS

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations³².

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations³³.

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)SILVERHILL (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)SILVERHILL (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> (Airfield Name & Runway Designation)	<u>Length</u> (ft)	<u>Width</u> (ft)	<u>Load</u> <u>Bearing</u> <u>Capacity</u> (lbs/ft ²)	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> (I or V) <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> (IFR/ VFR)
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
5/23	2915	150	S23				X		NONE	V	NONE
9/27	3000	150	S57,T74, TT111				X		NONE	V	NONE
16/34	2915	150	S36				X		NONE	V	NONE

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
N/A		

Facilities (cont.)SILVERHILL (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>147,167</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: RUNWAYS UNDER CONSTRUCTION TO ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities1. SUMMERDALE

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF SUMMERDALE

Location (Lat/Long and nearest town): 30 31'N 87 39'W, SUMMERDALE, AL.

Syllabi and Level of Training Supported:

PRIMARY AND INTERMEDIATE FIXED WING TRAINING

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

For NOLF: Distance (nm) from home field: 41 SW OF NASWF

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational</u> <u>Sorties</u>	<u>Undergraduate Training</u>	<u>3201</u>	<u>3077</u>	<u>3158</u>
	<u>Sorties</u>			
	<u>Graduate Training Sorties</u>	<u>144</u>	<u>53</u>	<u>116</u>
	<u>Training Support Sorties*</u>	<u>434</u>	<u>552</u>	<u>370</u>
	<u>Other Sorties</u>	<u>276</u>	<u>76</u>	<u>52</u>
	<u>TOTAL SORTIES:</u>	<u>4055</u>	<u>3758</u>	<u>3696</u>
<u>Non-</u> <u>Operational</u> <u>Hours³⁴</u>	<u>Standdowns</u>	<u>56.25</u>	<u>45.0</u>	<u>45.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>22.50</u>	<u>33.75</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW

WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations.

Facilities (cont.)**SUMMERDALE (cont.)**

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45³⁵</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

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Facilities (cont.)

A. SUMMERDALE (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c

Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	9.1	11.3	8.8
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		9.1	11.3	8.8

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)**SUMMERDALE (cont.)**

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>11.25/0</u>	<u>11.25/0</u>	<u>11.25/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34c

Undergraduate Training: (Yes)

<u>Factor</u>		<u>Percentage Lost</u>		
		<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>
<u>Weather</u>	<u>Primary</u>	<u>9.1</u>	<u>11.3</u>	<u>8.8</u>
	<u>Intermediate</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Other Military Flights (non-UPT)</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>9.1</u>	<u>11.3</u>	<u>8.8</u>

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.).. SUMMERDALE (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- a. Percentage of time WX at or above 200/1? 96.5
- b. Percentage of time WX at or above 300/1? 96.0
- c. Percentage of time WX at or above 500/1? 94.2
- d. Percentage of time WX at or above 1000/3? 87.1
- e. Percentage of time WX 3000/5 and above? 71.4
- f. Percentage of time WX 3000/3 and above? 74.4
- g. Percentage of time WX 1500/3 and above? 84.0
- h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0
- i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1
- j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.).. SUMMERDALE (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SUMMERDALE

<u>Syllabus of Training *</u>	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>95.4</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>NFO</u>	<u>Primary (T-34C)</u>	<u>4.6</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 266 SORTIES, 2,976 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.).. SUMMERDALE (cont.)

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

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)

ANNUAL DAYLIGHT SERVICE VOLUME(ASV.WK1)NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF OPERATIONS ARE VFR, IFR, AND WEIGHTING FACTOR

<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTING FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>83</u>	<u>131</u>	<u>100</u>	<u>1</u>
<u>BELOW VFR</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR:72SERVICE VOLUME:206,556AIR STATION:NAS WHITING FIXED WING NOLF'SREMARKS:CHART 3-3 VFR, 3-43 IFRDATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>104</u>	<u>1.8</u>	<u>0.7</u>	<u>131</u>	<u>3-3</u>
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3-43</u>

Facilities (cont.).. SUMMERDALE (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 4</u> <u>Traffic Count</u>	<u>13232</u>	<u>2134</u>	<u>20061</u>
<u>Runway 10</u> <u>Traffic Count</u>	<u>6681</u>	<u>17416</u>	<u>8981</u>
<u>Runway 16</u> <u>Traffic Count</u>	<u>10832</u>	<u>9922</u>	<u>6123</u>
<u>Runway 22</u> <u>Traffic</u> <u>Count</u>	<u>3309</u>	<u>0</u>	<u>3771</u>
<u>Runway 28</u> <u>Traffic Count</u>	<u>6571</u>	<u>20082</u>	<u>14895</u>
<u>Runway 34</u> <u>Traffic Count</u>	<u>14866</u>	<u>20067</u>	<u>7911</u>

1. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF, use the flight operations data for FY91 - FY93):

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	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100</u> 50	<u>100</u> 50	<u>100</u> 50
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100%</u> 50	<u>100%</u> 50	<u>100%</u> 50

Facilities (cont.).. SUMMERDALE (cont.)

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations³⁶.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations³⁷.

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)SUMMERDALE (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)SUMMERDALE (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> (Airfield Name & Runway Designation)	<u>Length</u> (ft)	<u>Width</u> (ft)	<u>Load</u> <u>Bearing</u> <u>Capacity</u> (lbs/ft ²)	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> (I or V) <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> (IFR/ VFR)
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>04/22</u>	<u>2850</u>	<u>150</u>	<u>S57,T77,</u> <u>TT115</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>
<u>10/28</u>	<u>2850</u>	<u>150</u>	<u>S65,T85,</u> <u>TT127</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>
<u>16/34</u>	<u>2850</u>	<u>150</u>	<u>S69,T90,</u> <u>TT135</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>

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

-- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

TT-- Twin Tandem

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>N/A</u>		

Facilities (cont.)SUMMERDALE (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>142,500</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: QUANTITY LISTED IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities1. WOLF

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/NOLF Name: NOLF WOLF

Location (Lat/Long and nearest town): 30 21'N 87 33'W, FOLEY, AL.

Syllabi and Level of Training Supported:

PRIMARY AND INTERMEDIATE FIXED WING TRAINING

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

For NOLF: Distance (nm) from home field: 41 SSW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-34C

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>296</u>	<u>1127</u>	<u>353</u>
	<u>Graduate Training Sorties</u>	<u>7</u>	<u>41</u>	<u>5</u>
	<u>Training Support Sorties*</u>	<u>51</u>	<u>289</u>	<u>82</u>
	<u>Other Sorties</u>	<u>11</u>	<u>29</u>	<u>12</u>
	<u>TOTAL SORTIES:</u>	<u>365</u>	<u>1486</u>	<u>452</u>
<u>Non-Operational Hours³⁸</u>	<u>Standdowns</u>	<u>45.0</u>	<u>36.0</u>	<u>36.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>18.0</u>	<u>27.0</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW

WHITING FIELD 50TH ANNIVERSARY

³⁸Hours when the airfield was closed for flight operations.

Facilities (cont.)WOLF (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

Syllabus of Training	Level of Training	Type Aircraft	Pilots and NFO/Navigators Trained			
			FY 91	FY 92	FY 93	FY (SEE NOTES)
General	Primary	T-34C	862	886	778	1368 (1)
		JPATS	0	0	0	0
Strike	Intermediate	T-2	0	0	0	0
		T-45 ³⁹	0	0	0	0
	Advanced	TA-4J	0	0	0	0
		T-45	0	0	0	0
E2/C2	Intermediate	T-44	0	0	0	0
	Advanced	T-45 ²	0	0	0	0
		T-2	0	0	0	0
Maritime	Intermediate	T-34C	222	206	66	294 (2)
		JPATS	0	0	0	0
	Advanced	T-44	0	0	0	0
Rotary	Intermediate	T-34C	376	396	516	568 (3)
		JPATS	0	0	0	0
	Advanced	TH-57	544	549	487	1142 (3)
Middies (T-34C & H-57)			745	1010	249	(4)
Flight Surgeons			93	103	107	(4)
Helo Conversion			2	2	2	(4)

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

If requirements for the T-45 are still being derived, give best estimate.

CLOSE HOLD

UIC 60508

Facilities (cont.)

A. WOLF (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

NOTE: AIRFIELD USED AS REQUIRED TO ALLOW MAINTENANCE ON OTHER AIRFIELDS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34C

Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	16.1	7.1	4.9
	Intermediate	0	0	0
	Advanced	0	0	0
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		16.1	7.1	4.9

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.).. WOLF (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>9/0</u>	<u>9/0</u>	<u>9/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

NOTE: AIRFIELD USED AS REQUIRED TO ALLOW MAINTENANCE ON OTHER AIRFIELDS.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: T-34CUndergraduate Training: (Yes)

<u>Factor</u>		<u>Percentage Lost</u>		
		<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>
<u>Weather</u>	<u>Primary</u>	<u>16.1</u>	<u>7.1</u>	<u>4.9</u>
	<u>Intermediate</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Other Military Flights (non-UPT)</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>16.1</u>	<u>7.1</u>	<u>4.9</u>

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.)WOLF (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- | | |
|--|--------------------------|
| a. <u>Percentage of time WX at or above 200/1?</u> | <u>96.5</u> |
| b. <u>Percentage of time WX at or above 300/1?</u> | <u>96.0</u> |
| c. <u>Percentage of time WX at or above 500/1?</u> | <u>94.2</u> |
| d. <u>Percentage of time WX at or above 1000/3?</u> | <u>87.1</u> |
| e. <u>Percentage of time WX 3000/5 and above?</u> | <u>71.4</u> |
| f. <u>Percentage of time WX 3000/3 and above?</u> | <u>74.4</u> |
| g. <u>Percentage of time WX 1500/3 and above?</u> | <u>84.0</u> |
| h. <u>Percentage of time crosswind component to the primary runway at or below 15 knots?</u> | <u>99.0</u> |
| i. <u>Percentage of time crosswind component to the primary runway at or above 25 knots?</u> | <u>0.1</u> |
| j. <u>Mean number of days of icing in the local flying area?</u> | <u>ESTIMATED 48 DAYS</u> |

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.).. WOLF (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF WOLF

<u>Syllabus of Training *</u>	<u>Level of Training *</u> (Aircraft Type)	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary</u> (T-34C)	<u>71.3</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u> (T-34C)	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u> (T-34C)	<u>0</u>	<u>0</u>
<u>NFO</u>	<u>Primary</u> (T-34C)	<u>28.7</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE: VT-10 (TW-6) BASED AT NAS PENSACOLA USED THE NOLF FOR 162 SORTIES, 1,994 OPERATIONS DURING FY93 TO CONDUCT NFO TRAINING.

Facilities (cont.)WOLF (cont.)

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

72 OPERATIONS PER HOUR. (SEE ADSV BELOW)ANNUAL DAYLIGHT SERVICE VOLUME(ASV.WK1)NAVY OLF'S

THIS SPREADSHEET WILL CALCULATE THE ANNUAL SERVICE VOLUME WHEN PER CENT OF YEAR HOURLY CAPACITY, PER CENT MAXIMUM CAPACITY AND WEIGHTING FACTOR ARE PROVIDED. IT USES FAA ADVISORY CIRCULAR AC150/5060-5.

<u>WEATHER</u>	<u>MIX INDEX</u>	<u>% OF YR</u>	<u>HRLY CAP</u>	<u>% MAX CAP</u>	<u>WEIGHTING FACTOR (W)</u>
<u>VFR</u>	<u>0</u>	<u>83</u>	<u>131</u>	<u>100</u>	<u>1</u>
<u>BELOW VFR</u>	<u>0</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>4</u>

OPS PER HOUR:72SERVICE VOLUME:206,556AIR STATION:NAS WHITING FIXED WING NOLF'SREMARKS:CHART 3-3 VFR, 3-43 IFRDATE RUN:09 FEBRUARY 1994 BY CNATRA N3

THIS PORTION OF THE SPREADSHEET CALCULATES HOURLY CAPACITY IF THE HOURLY CAPACITY BASE, TOUCH AND GO FACTOR AND EXIT FACTOR ARE GIVEN.

<u>HRLY CAP BASE</u>	<u>T&G FACTOR</u>	<u>EXIT FACTOR</u>	<u>HRLY CAP</u>	<u>CHART</u>
<u>104</u>	<u>1.8</u>	<u>0.7</u>	<u>131</u>	<u>3-3</u>
<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3-43</u>

Facilities (cont.)WOLF (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 4 Traffic Count	<u>147</u>	<u>2514</u>	<u>885</u>
Runway 9 Traffic Count	<u>4</u>	<u>4787</u>	<u>1732</u>
Runway 18 Traffic Count	<u>0</u>	<u>6687</u>	<u>296</u>
Runway 22 Traffic Count	<u>0</u>	<u>1624</u>	<u>59</u>
Runway 27 Traffic Count	<u>202</u>	<u>4876</u>	<u>148</u>
Runway 36 Traffic Count	<u>573</u>	<u>7364</u>	<u>138</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>
IFR	<u>0</u>	<u>0</u>	<u>0</u>
Total	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁴⁰.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁴¹.

NONE WITH CURRENT TYPE AIRCRAFT

⁴⁰ Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
⁴¹ Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.).. WOLF (cont.)

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

NO CONSTRAINTS.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.)

.. WOLF (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> (Airfield Name & Runway Designation)	<u>Length</u> (ft)	<u>Width</u> (ft)	<u>Load</u> <u>Bearing</u> <u>Capacity</u> (lbs/ft ²)	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> (I or V) <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> (IFR/ VFR)
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>4/22</u>	<u>3000</u>	<u>150</u>	<u>S40,T52</u> <u>TT78</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>
<u>9/27</u>	<u>3000</u>	<u>150</u>	<u>S61,T79</u> <u>TT119</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>
<u>18/36</u>	<u>3000</u>	<u>150</u>	<u>S82,T107</u> <u>TT160</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>

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

P -- Partial Lighting (less than full)

' -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

TT-- Twin Tandem

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>N/A</u>		

Facilities (cont.)WOLF (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>150,000</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: QUANTITY LISTED IS RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities.. HAROLD

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:

NOLF HAROLD

Location:

HAROLD, FL 30 41'N 86 53'W

Type and Level of Training Supported:

ADVANCED HELICOPTER TRAINING

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

For NOLF: Distance from home field 8.5 E OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operationa</u> <u>l</u> <u>Sorties</u>	<u>Undergraduate Training</u> <u>Sorties</u>	<u>6070</u>	<u>5511</u>	<u>5432</u>
	<u>Graduate Training</u> <u>Sorties</u>	<u>307</u>	<u>536</u>	<u>399</u>
	<u>Training Support</u> <u>Sorties*</u>	<u>111</u>	<u>276</u>	<u>263</u>
	<u>Other Sorties</u>	<u>342</u>	<u>1171</u>	<u>234</u>
	<u>TOTAL SORTIES:</u>	<u>6830</u>	<u>7494</u>	<u>6328</u>
<u>Non-</u> <u>Operationa</u> <u>l</u> <u>Hours⁴²</u>	<u>Standdowns</u>	<u>45</u>	<u>36</u>	<u>36</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>18</u>	<u>27</u>

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW

Hours when the airfield was closed for flight operations.

CLOSE HOLD

UIC 60508

WHITING FIELD 50TH ANNIVERSARY

Facilities (cont.)HAROLD (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 3 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45⁴³</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

CLOSE HOLD

UIC 60508

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

CLOSE HOLD

UIC 60508

Facilities (cont.)

A. HAROLD (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57

Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	27.2	18.1	3.4
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		27.2	18.1	3.4

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.)HAROLD (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>9/0</u>	<u>9/0</u>	<u>9/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

IRCRAFT TYPE: TH-57

Undergraduate Training: (Yes)

<u>Factor</u>		<u>Percentage Lost</u>		
		<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>
<u>Weather</u>	<u>Primary</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Intermediate</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>27.2</u>	<u>18.1</u>	<u>3.4</u>
<u>Other Military Flights (non-UPT)</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>27.2</u>	<u>18.1</u>	<u>3.4</u>

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.).. HAROLD (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- | | |
|--|--------------------------|
| <u>a. Percentage of time WX at or above 200/1?</u> | <u>96.5</u> |
| <u>b. Percentage of time WX at or above 300/1?</u> | <u>96.0</u> |
| <u>c. Percentage of time WX at or above 500/1?</u> | <u>94.2</u> |
| <u>d. Percentage of time WX at or above 1000/3?</u> | <u>87.1</u> |
| <u>e. Percentage of time WX 3000/5 and above?</u> | <u>71.4</u> |
| <u>f. Percentage of time WX 3000/3 and above?</u> | <u>74.4</u> |
| <u>g. Percentage of time WX 1500/3 and above?</u> | <u>84.0</u> |
| <u>h. Percentage of time crosswind component to the primary runway at or below 15 knots?</u> | <u>99.0</u> |
| <u>i. Percentage of time crosswind component to the primary runway at or above 25 knots?</u> | <u>0.1</u> |
| <u>j. Mean number of days of icing in the local flying area?</u> | <u>ESTIMATED 48 DAYS</u> |

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.).. HAROLD (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF HAROLD

NOT APPLICABLE-HELO TRAINING FIELD

<u>Syllabus of Training</u>	<u>Level of Training (Aircraft Type)</u>	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34c)</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34c)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

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

120 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 9 Traffic Count</u>	<u>17925</u>	<u>19071</u>	<u>25161</u>
<u>Runway 18 Traffic Count</u>	<u>40803</u>	<u>34525</u>	<u>31969</u>
<u>Runway 27 Traffic Count</u>	<u>7481</u>	<u>20903</u>	<u>23722</u>
<u>Runway 36 Traffic Count</u>	<u>50426</u>	<u>40140</u>	<u>55935</u>

Facilities (cont.).. HAROLD (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
CHARTER 23

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁴⁴.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁴⁵.

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.). HAROLD (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.). HAROLD (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name &</u> <u>Runway</u> <u>Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load</u> <u>Bearing</u> <u>Capacity</u> <u>(lbs/ft²)</u>	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> <u>(I or V)</u> <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> <u>(IFR/</u> <u>VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
NONE	0	0	UNK				X		NONE	V	NONE

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

**NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS

Facilities (cont.).. HAROLD (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>NO RUNWAYS: GRASS FIELD</u>	<u>NO NAVAIDS</u>	

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

GRASS FIELD: 573 ACRES

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities. PACE

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:

NOLF PACE

Location:

WALLACE, FL. 30 42'N 87 12'W

Type and Level of Training Supported:

ADVANCED HELICOPTER TRAINING

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

For NOLF: Distance from home field 11 W OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational</u> <u>Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>5,350</u>	<u>4,735</u>	<u>4,839</u>
	<u>Graduate Training Sorties</u>	<u>112</u>	<u>78</u>	<u>78</u>
	<u>Training Support Sorties*</u>	<u>110</u>	<u>168</u>	<u>201</u>
	<u>Other Sorties</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>TOTAL SORTIES:</u>	<u>5,572</u>	<u>4,981</u>	<u>5,118</u>
<u>Non-Operational</u> <u>Hours⁴⁶</u>	<u>Standdowns</u>	<u>48.75</u>	<u>39.0</u>	<u>39.0</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>19.5</u>	<u>29.25</u>

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

1992 - HURRICANE ANDREW

1993 - WHITING FIELD 50TH ANNIVERSARY

Hours when the airfield was closed for flight operations.

Facilities (cont.). PACE (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45⁴⁷</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

CLOSE HOLD

UIC 60508

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

CLOSE HOLD

UIC 60508

Facilities (cont.)

A. PACE (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57

Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	17.9	14.5	15.3
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		17.9	14.5	15.3

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.). PACE (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>9.75/0</u>	<u>9.75/0</u>	<u>9.75/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57

Undergraduate Training: (Yes)

<u>Factor</u>		<u>Percentage Lost</u>		
		<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>
<u>Weather</u>	<u>Primary</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Intermediate</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>17.9</u>	<u>14.5</u>	<u>15.3</u>
<u>Other Military Flights (non-UPT)</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>17.9</u>	<u>14.5</u>	<u>15.3</u>

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.). PACE (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- | | |
|--|--------------------------|
| <u>a. Percentage of time WX at or above 200/1?</u> | <u>96.5</u> |
| <u>b. Percentage of time WX at or above 300/1?</u> | <u>96.0</u> |
| <u>c. Percentage of time WX at or above 500/1?</u> | <u>94.2</u> |
| <u>d. Percentage of time WX at or above 1000/3?</u> | <u>87.1</u> |
| <u>e. Percentage of time WX 3000/5 and above?</u> | <u>71.4</u> |
| <u>f. Percentage of time WX 3000/3 and above?</u> | <u>74.4</u> |
| <u>g. Percentage of time WX 1500/3 and above?</u> | <u>84.0</u> |
| <u>h. Percentage of time crosswind component to the primary runway at or below 15 knots?</u> | <u>99.0</u> |
| <u>i. Percentage of time crosswind component to the primary runway at or above 25 knots?</u> | <u>0.1</u> |
| <u>j. Mean number of days of icing in the local flying area?</u> | <u>ESTIMATED 48 DAYS</u> |

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.). PACE (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF PACE

NOT APPLICABLE-HELO TRAINING FIELD

<u>Syllabus of Training</u>	<u>Level of Training (Aircraft Type)</u>	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34c)</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34c)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

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

150 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.).. PACE (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 9</u> <u>Traffic Count</u>	<u>48414</u>	<u>48204</u>	<u>59439</u>
<u>Runway 18</u> <u>Traffic Count</u>	<u>60850</u>	<u>38375</u>	<u>38745</u>
<u>Runway 27</u> <u>Traffic Count</u>	<u>11824</u>	<u>36586</u>	<u>39066</u>
<u>Runway 36</u> <u>Traffic Count</u>	<u>81197</u>	<u>61430</u>	<u>76220</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

2
LATER
73

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁴⁸.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁴⁹.

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS.

⁴⁸ Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
⁴⁹ Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.). PACE (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.).. PACE (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name &</u> <u>Runway</u> <u>Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load</u> <u>Bearing</u> <u>Capacity</u> <u>(lbs/ft²)</u>	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> <u>(I or V)</u> <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> <u>(IFR/</u> <u>VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>NONE</u>	<u>0</u>	<u>0</u>	<u>UNK</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>NONE</u>

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

****NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS**

Facilities (cont.).. PACE (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>NONE</u>		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE I: GRASS FIELD, 207 ACRES

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities.. SANTA ROSA

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:

NOLF SANTA ROSA

Location:

MILTON, FL. 30 36'N 86 56'W

Type and Level of Training Supported:

ADVANCED HELICOPTER TRAINING

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

For NOLF: Distance from home field 8.5 SSE OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>5,836</u>	<u>6,106</u>	<u>6,265</u>
	<u>Graduate Training Sorties</u>	<u>275</u>	<u>599</u>	<u>601</u>
	<u>Training Support Sorties*</u>	<u>548</u>	<u>533</u>	<u>575</u>
	<u>Other Sorties</u>	<u>2</u>	<u>2</u>	<u>0</u>
	<u>TOTAL SORTIES:</u>	<u>6,661</u>	<u>7,240</u>	<u>7,441</u>
<u>Non-Operational Hours⁵⁰</u>	<u>Standdowns</u>	<u>88.25</u>	<u>70.6</u>	<u>70.6</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>35.3</u>	<u>52.95</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

⁵⁰Hours when the airfield was closed for flight operations.

CLOSE HOLD

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- OTHER EVENTS

1992 HURRICANE ANDREW

1993 WHITING FIELD 50TH ANNIVERSARY

Facilities (cont.)SANTA ROSA (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45⁵¹</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

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* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Facilities (cont.). SANTA ROSA (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>12.15/5.5</u>	<u>12.15/5.5</u>	<u>12.15/5.5</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57

Undergraduate Training: (Yes)

<u>Factor</u>		<u>Percentage Lost</u>		
		<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>
<u>Weather</u>	<u>Primary</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Intermediate</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>21.4</u>	<u>14.6</u>	<u>12.1</u>
<u>Other Military Flights (non-UPT)</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>21.4</u>	<u>14.6</u>	<u>12.1</u>

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.). SANTA ROSA (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- | | |
|--|--------------------------|
| <u>a. Percentage of time WX at or above 200/1?</u> | <u>96.5</u> |
| <u>b. Percentage of time WX at or above 300/1?</u> | <u>96.0</u> |
| <u>c. Percentage of time WX at or above 500/1?</u> | <u>94.2</u> |
| <u>d. Percentage of time WX at or above 1000/3?</u> | <u>87.1</u> |
| <u>e. Percentage of time WX 3000/5 and above?</u> | <u>71.4</u> |
| <u>f. Percentage of time WX 3000/3 and above?</u> | <u>74.4</u> |
| <u>g. Percentage of time WX 1500/3 and above?</u> | <u>84.0</u> |
| <u>h. Percentage of time crosswind component to the primary runway at or below 15 knots?</u> | <u>99.0</u> |
| <u>i. Percentage of time crosswind component to the primary runway at or above 25 knots?</u> | <u>0.1</u> |
| <u>j. Mean number of days of icing in the local flying area?</u> | <u>ESTIMATED 48 DAYS</u> |

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.)SANTA ROSA (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SANTA ROSA

NOT APPLICABLE-HELO TRAINING FIELD

<u>Syllabus of Training</u>	<u>Level of Training (Aircraft Type)</u>	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34c)</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34c)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

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

200 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.). SANTA ROSA (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 9</u> <u>Traffic Count</u>	<u>37507</u>	<u>44433</u>	<u>55502</u>
<u>Runway 18</u> <u>Traffic Count</u>	<u>77934</u>	<u>83475</u>	<u>82049</u>
<u>Runway 27</u> <u>Traffic Count</u>	<u>25812</u>	<u>36625</u>	<u>42968</u>
<u>Runway 36</u> <u>Traffic Count</u>	<u>82309</u>	<u>81124</u>	<u>99851</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>98 50</u>	<u>98 50</u>	<u>98 50</u>
<u>IFR</u>	<u>2 50</u>	<u>2 50</u>	<u>2 50</u>
<u>Total</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁵².

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁵³.

NONE WITH CURRENT TYPE AIRCRAFT

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

NO CONSTRAINTS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.). SANTA ROSA (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.). SANTA ROSA (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name &</u> <u>Runway</u> <u>Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load</u> <u>Bearing</u> <u>Capacity</u> <u>(lbs/ft²)</u>	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> <u>(I or V)</u> <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> <u>(IFR/</u> <u>VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>05/23</u>	<u>4500</u>	<u>150</u>	<u>UNK</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	<u>I/V</u>
<u>09/27</u>	<u>4500</u>	<u>150</u>	<u>UNK</u>		<u>X*</u>				<u>NONE</u>	<u>V/N</u>	
<u>14/32</u>	<u>4500</u>	<u>150</u>	<u>UNK</u>				<u>X</u>		<u>NONE</u>	<u>V</u>	
<u>18/36</u>	<u>4500</u>	<u>150</u>	<u>UNK</u>		<u>X*</u>				<u>NONE</u>	<u>N/V</u>	

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

*NOTE: PORTION OF RUNWAY HAS LANDING ZONE LIGHTS FOR ROTARY WING OPS.
RUNWAYS ARE NOT USED AS RUNWAYS, BUT AS LANDING AREAS. AIRFIELD OPERATES
ON COURSES OF 09, 18, 27, AND 36.

LOCAL USE IFR APPROACHES USING CRESTVIEW VORTAC AND SANTA ROSA TACAN USED
TO ALLOW H-57'S TO DESCEND TO SVFR CONDITIONS.

Facilities (cont.).. SANTA ROSA (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES. LOCAL USE IFR APPROACHES USING CRESTVIEW VORTAC AND SANTA ROSA TACAN USED TO ALLOW H-57'S TO DESCEND TO SVFR CONDITIONS.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>N/A</u>		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>300,000</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>5,833</u>	<u>NOTE 2</u>
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>3,307</u>	<u>NOTE 2</u>
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: 150,000 SY RATED ADEQUATE AND 150,000 SY RATED SUBSTANDARD.

NOTE 2: QUANTITIES ARE RATED ADEQUATE.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities. SITE 8

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:

NOLF SITE 8

Location:

PENSACOLA, FL. 30 32'N 87 22'W

Type and Level of Training Supported:

ADVANCED HELICOPTER TRAINING

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

For NOLF: Distance from home field 25.5 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>3,098</u>	<u>3,350</u>	<u>3,651</u>
	<u>Graduate Training Sorties</u>	<u>183</u>	<u>385</u>	<u>354</u>
	<u>Training Support Sorties*</u>	<u>167</u>	<u>153</u>	<u>158</u>
	<u>Other Sorties</u>	<u>839</u>	<u>1</u>	<u>0</u>
	<u>TOTAL SORTIES:</u>	<u>4,287</u>	<u>3,889</u>	<u>4,127</u>
<u>Non-Operational Hours⁵⁴</u>	<u>Standdowns</u>	<u>42.5</u>	<u>34</u>	<u>34</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>17</u>	<u>25.5</u>

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

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

- OTHER SORTIES MIDSHIPMAN AND TRANSIENTS

- OTHER EVENTS 1992 HURRICANE ANDREW

1993 WHITING FIELD 50TH ANNIVERSARY

⁵⁴Hours when the airfield was closed for flight operations.

Facilities (cont.). SITE 8 (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45⁵⁵</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

CLOSE HOLD

UIC 60508

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

CLOSE HOLD

UIC 60508

Facilities (cont.)

A. SITE 8 (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	9.2	4.5	3.6
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		9.2	4.5	3.6

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

6. List the major factors in the "other" category in the above table.
NONE

Facilities (cont.). SITE 8 (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>8.5/0</u>	<u>8.5/0</u>	<u>8.5/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57

Undergraduate Training: (Yes)

<u>Factor</u>		<u>Percentage Lost</u>		
		<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>
<u>Weather</u>	<u>Primary</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Intermediate</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>9.2</u>	<u>4.5</u>	<u>3.6</u>
<u>Other Military Flights (non-UPT)</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>9.2</u>	<u>4.5</u>	<u>3.6</u>

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

NOTE 2: - ALL SYLLABUS FLIGHTS ARE MADE UP

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

NONE

Facilities (cont.). SITE 8 (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

- | | |
|--|--------------------------|
| <u>a. Percentage of time WX at or above 200/1?</u> | <u>96.5</u> |
| <u>b. Percentage of time WX at or above 300/1?</u> | <u>96.0</u> |
| <u>c. Percentage of time WX at or above 500/1?</u> | <u>94.2</u> |
| <u>d. Percentage of time WX at or above 1000/3?</u> | <u>87.1</u> |
| <u>e. Percentage of time WX 3000/5 and above?</u> | <u>71.4</u> |
| <u>f. Percentage of time WX 3000/3 and above?</u> | <u>74.4</u> |
| <u>g. Percentage of time WX 1500/3 and above?</u> | <u>84.0</u> |
| <u>h. Percentage of time crosswind component to the primary runway at or below 15 knots?</u> | <u>99.0</u> |
| <u>i. Percentage of time crosswind component to the primary runway at or above 25 knots?</u> | <u>0.1</u> |
| <u>j. Mean number of days of icing in the local flying area?</u> | <u>ESTIMATED 48 DAYS</u> |

NOTE: Statistics on icing for the local flying area are not available. Estimation is based on forecasted conditions for the previous 12 month period and includes all icing regardless of intensity or altitude. No syllabus flights lost due to icing.

Facilities (cont.). SITE 8 (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SITE 8

NOT APPLICABLE-HELO TRAINING FIELD

<u>Syllabus of Training</u>	<u>Level of Training (Aircraft Type)</u>	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
	<u>Total</u>	<u>100</u>	<u>0</u>

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

160 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.). SITE 8 (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 9</u> <u>Traffic</u> <u>Count</u>	<u>33930</u>	<u>32009</u>	<u>49568</u>
<u>Runway 18</u> <u>Traffic</u> <u>Count</u>	<u>22581</u>	<u>16491</u>	<u>16472</u>
<u>Runway 27</u> <u>Traffic</u> <u>Count</u>	<u>6363</u>	<u>16715</u>	<u>14608</u>
<u>Runway 36</u> <u>Traffic</u> <u>Count</u>	<u>41237</u>	<u>42842</u>	<u>37189</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100% 50</u>	<u>100% 50</u>	<u>100% 50</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁵⁶.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁵⁷.

NONE WITH CURRENT TYPE AIRCRAFT

Answer for each independent runway complex at the home field and all OLFs and by aircraft type
Answer for each independent runway complex at the home field and all OLFs and by aircraft type

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

NO CONSTRAINTS.

Facilities (cont.). SITE 8 (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.). SITE 8 (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name &</u> <u>Runway</u> <u>Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load</u> <u>Bearing</u> <u>Capacity</u> <u>(lbs/ft²)</u>	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> <u>(I or V)</u> <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> <u>(IFR/</u> <u>VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
<u>NONE</u>	<u>0</u>	<u>0</u>	<u>UNK</u>				<u>0</u>		<u>NONE</u>	<u>V</u>	<u>V</u>

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

NOTE: AIRFIELD IS A GRASS FIELD WITH 640 ACRES

LOCAL USE ONLY APPROACH ALLOWS AIRCRAFT TO PRACTICE INSTRUMENT APPROACHES INTO AIRFIELD UTILIZING GATESWOOD TACAN.

Facilities (cont.). SITE 8 (cont.)

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

LOCAL USE ONLY APPROACH ALLOWS AIRCRAFT TO PRACTICE INSTRUMENT APPROACHES INTO AIRFIELD UTILIZING GATESWOOD TACAN. NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
<u>NONE</u>		

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>0</u>	
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>NOTE 1</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>20,000</u>	<u>NOTE 2</u>
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: CONTRACTOR OWNED REFUELING TRUCK AT 45-50 GPM.

NOTE 2: FUEL STORAGE RATE IS ADEQUATE.

NOTE 3: GRASS FIELD WITH 640 ACRES.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities. SPENCER

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name:

NOLF SPENCER

Location:

PACE, FL. 30 37'N 87 08' W

Type and Level of Training Supported:

ADVANCED HELICOPTER TRAINING

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

For NOLF: Distance from home field 9.5 SW OF NASWF

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: TH-57

		<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Operational</u> <u>Sorties</u>	<u>Undergraduate Training Sorties</u>	<u>12,524</u>	<u>12,505</u>	<u>12,530</u>
	<u>Graduate Training Sorties</u>	<u>350</u>	<u>661</u>	<u>706</u>
	<u>Training Support Sorties*</u>	<u>491</u>	<u>535</u>	<u>677</u>
	<u>Other Sorties</u>	<u>222</u>	<u>48</u>	<u>95</u>
	<u>TOTAL SORTIES:</u>	<u>13,587</u>	<u>13,749</u>	<u>14,008</u>
<u>Non-Operational</u> <u>Hours⁵⁸</u>	<u>Standdowns</u>	<u>58.75</u>	<u>47</u>	<u>47</u>
	<u>Maintenance</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Other Events</u>	<u>0</u>	<u>23.5</u>	<u>35.25</u>

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

1992 - HURRICANE ANDREW

1993 - WHITING FIELD 50TH ANNIVERSARY

⁵⁸Hours when the airfield was closed for flight operations.

Facilities (cont.). SPENCER (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

<u>Syllabus of Training</u>	<u>Level of Training</u>	<u>Type Aircraft</u>	<u>Pilots and NFO/Navigators Trained</u>			
			<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>	<u>FY (SEE NOTES)</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>862</u>	<u>886</u>	<u>778</u>	<u>1368 (1)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45⁵⁹</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TA-4J</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-45</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-45²</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
		<u>T-2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>222</u>	<u>206</u>	<u>66</u>	<u>294 (2)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>T-44</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>376</u>	<u>396</u>	<u>516</u>	<u>568 (3)</u>
		<u>JPATS</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>TH-57</u>	<u>544</u>	<u>549</u>	<u>487</u>	<u>1142 (3)</u>
<u>Middies (T-34C & H-57)</u>			<u>745</u>	<u>1010</u>	<u>249</u>	<u>(4)</u>
<u>Flight Surgeons</u>			<u>93</u>	<u>103</u>	<u>107</u>	<u>(4)</u>
<u>Helo Conversion</u>			<u>2</u>	<u>2</u>	<u>2</u>	<u>(4)</u>

NOTE: TABLE ABOVE IS A COPY OF DATA USED IN QUESTION 3 FOR NORTH FIELD

(1) FY 87

(2) FY 88

(3) FY 85

(4) NO RECORDED INFORMATION

If requirements for the T-45 are still being derived, give best estimate.

CLOSE HOLD

UIC 60508

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

CLOSE HOLD

UIC 60508

Facilities (cont.)

A. SPENCER (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.15/0	12.15/0	12.15/0
Days per year:	237	237	237

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57

Undergraduate Training: (Yes)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	0	0	0
	Intermediate	0	0	0
	Advanced	12.2	8.5	8.9
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		12.2	8.5	8.9

NOTE-46 YEAR AVERAGE FOR BELOW VFR = 13%

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

NONE

Facilities (cont.).. SPENCER (cont.)

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Average hours (day/night)</u>	<u>11.75/0</u>	<u>11.75/0</u>	<u>11.75/0</u>
<u>Days per year:</u>	<u>237</u>	<u>237</u>	<u>237</u>

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

AIRCRAFT TYPE: TH-57

Undergraduate Training: (Yes)

<u>Factor</u>		<u>Percentage Lost</u>		
		<u>FY 91</u>	<u>FY 92</u>	<u>FY 93</u>
<u>Weather</u>	<u>Primary</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Intermediate</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<u>Advanced</u>	<u>12.2</u>	<u>8.5</u>	<u>8.9</u>
<u>Other Military Flights (non-UPT)</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Civilian/Commercial Flights</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Other</u>		<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>		<u>12.2</u>	<u>8.5</u>	<u>8.9</u>

NOTE-46 YEAR AVERAGE FOR BELOW VFR = 13%

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

NONE

Facilities (cont.).. SPENCER (cont.)

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

SAME AS NORTH FIELD WHITING, QUESTION #7

a. Percentage of time WX at or above 200/1? 96.5

b. Percentage of time WX at or above 300/1? 96.0

c. Percentage of time WX at or above 500/1? 94.2

d. Percentage of time WX at or above 1000/3? 87.1

e. Percentage of time WX 3000/5 and above? 71.4

f. Percentage of time WX 3000/3 and above? 74.4

g. Percentage of time WX 1500/3 and above? 84.0

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.0

i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1

j. Mean number of days of icing in the local flying area? ESTIMATED 48 DAYS

NOTE: Statistics on icing for the local flying area are not available. All icing is classified as Class B or Class C.

or altitude. No syllabus flights lost due to icing.

Facilities (cont.).. SPENCER (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: NOLF SPENCER

NOT APPLICABLE-HELO TRAINING FIELD

<u>Syllabus of Training</u>	<u>Level of Training (Aircraft Type)</u>	<u>FY 1993 Airfield Use (Percent)</u>	
		<u>Day</u>	<u>Night</u>
<u>General</u>	<u>Primary (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Maritime</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
<u>Rotary</u>	<u>Intermediate (T-34C)</u>	<u>0</u>	<u>0</u>
	<u>Total</u>	<u>0</u>	<u>0</u>

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

200 OPERATIONS PER HOUR. DUE TO MIXED TYPE OF OPERATIONS AT THE NOLFS, THE FAA CRITERIA WILL NOT PRODUCE VALID DATA. THIS FIGURE CONSIDERS WEATHER AND OTHER FACTORS.

Facilities (cont.).. SPENCER (cont.)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>Runway 9</u> <u>Traffic</u> <u>Count</u>	<u>90614</u>	<u>92882</u>	<u>97731</u>
<u>Runway 18</u> <u>Traffic</u> <u>Count</u>	<u>109631</u>	<u>84149</u>	<u>71458</u>
<u>Runway 27</u> <u>Traffic</u> <u>Count</u>	<u>29934</u>	<u>66478</u>	<u>59376</u>
<u>Runway 36</u> <u>Traffic</u> <u>Count</u>	<u>137925</u>	<u>127055</u>	<u>150532</u>

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993</u>
<u>VFR</u>	<u>100 %</u>	<u>100 %</u>	<u>100 %</u>
<u>IFR</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>100% %</u>	<u>100% %</u>	<u>100% %</u>

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

MAJORITY OF SYLLABUS FLIGHTS MUST BE FLOWN DURING DAYLIGHT HOURS.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁶⁰.

NONE. LIMITING FACTOR IS AIRCRAFT INVENTORY.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁶¹.

NONE WITH CURRENT TYPE AIRCRAFT

⁶⁰ Answer for each independent runway complex at the home field and all OLFs and by aircraft type.
⁶¹ Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

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

NO CONSTRAINTS.

Facilities (cont.). SPENCER (cont.)

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

THE FOLLOWING TABLE CONTAINS THE SAME INFORMATION AS SHOWN FOR QUESTION NUMBER 16 FOR NORTH FIELD. T-34 TRAINING IS BASED AT NORTH FIELD AND H-57 TRAINING IS BASED AT SOUTH FIELD.

<u>Syllabus of Training *</u>	<u>Level (Track) of Pilot Training *</u>	<u>Trainer Aircraft *</u>	<u>Maximum Sorties</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>201,195 NOTE: 1</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>NOTE: 3</u>
		<u>JPATS</u>	<u>NOTE: 2</u>
	<u>Advanced</u>	<u>H-57</u>	<u>227,615 NOTE:4</u>

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

NOTE 1: BASED ON 99 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTION 4) MULTIPLIED BY 237 DAYS PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (402,390). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

NOTE 2: SORTIES FOR JPATS AIRCRAFT ARE UNKNOWN AT THIS TIME. SORTIE RATE WILL DEPEND ON NUMBER OF OPERATIONS PER HOUR THAT CAN BE CONDUCTED BY THE JPATS AIRCRAFT CHOSEN BY THE JPATS SELECTION PROCESS.

NOTE 3: SORTIE RATE INCLUDED IN PRIMARY RATE.

NOTE 4: BASED ON 112 OPERATIONS PER HOUR (QUESTION 9) MULTIPLIED BY 17.15 HOURS (QUESTIONS 4) MULTIPLIED BY 237 DAY PER YEAR (QUESTION 4) = MAXIMUM OPERATIONS PER YEAR (455,229.6). EACH SORTIE IS TWO OPERATIONS THEREFORE MAXIMUM SORTIE RATE PER YEAR IS 201,195

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

NOT WITH CURRENT AIRCRAFT TYPE

Facilities (cont.). SPENCER (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

<u>Runway/Lane/Pad</u> <u>(Airfield Name &</u> <u>Runway</u> <u>Designation)</u>	<u>Length</u> <u>(ft)</u>	<u>Width</u> <u>(ft)</u>	<u>Load</u> <u>Bearing</u> <u>Capacity</u> <u>(lbs/ft²)</u>	<u>Lighting</u>					<u>Arresting</u> <u>gear type</u> <u>and</u> <u>location</u>	<u>IFR or</u> <u>VFR</u> <u>(I or V)</u> <u>Capable?</u> <u>Night (N)</u> <u>Capable?</u>	<u>Approach</u> <u>Aids</u> <u>(IFR/</u> <u>VFR)</u>
				<u>F</u>	<u>P</u>	<u>C</u>	<u>N</u>	<u>G</u>			
09L/27R	1,800	150	UNK				X		NONE	V	NONE
09R/27L	1,800	150	UNK				X		NONE	V	NONE
18L/36R	1,800	150	UNK				X		NONE	V	NONE
18R/36L	1,800	150	UNK				X		NONE	V	NONE
13L/31R	1,800	150	UNK				X		NONE	V	NONE
13R/31L	1,800	150	UNK				X		NONE	V	NONE
22L/04R	1,800	150	UNK				X		NONE	V	NONE
22R/04L	1,800	150	UNK				X		NONE	V	NONE

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

P -- Partial Lighting (less than full)

C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting

G -- NVG Lighting

****NOTE: AIRFIELD IS A GRASS FIELD WITH NO RUNWAYS**

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs.
Note any additions/upgrades to be added between now and FY 1997.

NO PUBLISHED APPROACHES OR PLANNED ADDITIONS/UPGRADES.

<u>Runway Designation</u>	<u>NAVAID</u>	<u>Published Approaches</u>
NONE		

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Facilities (cont.)

A. SPENCER (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	NOTE 1
111	Runways Rotor Wing	SY	243,210	NOTE 2,3
111	Landing Pads	SY	4,444	
113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	NOTE 4	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	0	
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	0	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

NOTE 1: PRIMARY A GRASS FIELD WITH 640 ACRES.

NOTE 2: RUNWAYS SURFACES RATED SUBSTANDARD

NOTE 3: RUNWAYS ARE USED AS LANDING AREAS AND NOT AS RUNWAYS.

NOTE 4: CONTRACTOR REFUELING TRUCK AT 40-50 GPM.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities (cont.). SPENCER (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

<u>CAT Code</u>	<u>Facility Type</u>	<u>Unit measure</u>	<u>Quantity</u>	<u>Comments</u>
<u>111</u>	<u>Runways Fixed Wing</u>	<u>SY</u>	<u>0</u>	<u>NOTE 1</u>
<u>111</u>	<u>Runways Rotor Wing</u>	<u>SY</u>	<u>247,654</u>	<u>NOTE 2,3</u>
<u>111</u>	<u>Landing Pads</u>	<u>SY</u>	<u>44,444</u>	
<u>113</u>	<u>Parking Aprons</u>	<u>SY</u>	<u>0</u>	
<u>113</u>	<u>Access Aprons</u>	<u>SY</u>	<u>0</u>	
<u>121</u>	<u>Direct Fueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>121</u>	<u>Truck Fueling</u>	<u>OL/GM</u>	<u>NOTE 4</u>	
<u>121</u>	<u>Defueling</u>	<u>OL/GM</u>	<u>0</u>	
<u>124</u>	<u>Fuel Storage</u>	<u>GA</u>	<u>0</u>	
<u>136-36 (USN)</u>	<u>Carrier Lighting</u>	<u>EA</u>	<u>0</u>	
<u>149</u>	<u>Arresting Gear</u>	<u>EA</u>	<u>0</u>	
<u>421</u> <u>422(AF)</u>	<u>Ammunition Storage</u>	<u>CF</u>	<u>0</u>	
<u>422</u>	<u>Open Ammunition Storage</u>	<u>SY</u>	<u>0</u>	

NOTE 1: PRIMARY A GRASS FIELD WITH 640 ACRES.

NOTE 2: RUNWAYS SURFACES RATED SUBSTANDARD

NOTE 3: RUNWAYS ARE USED AS LANDING AREAS AND NOT AS RUNWAYS.

NOTE 4: CONTRACTOR REFUELING TRUCK AT 40-50 GPM.

21. List any additional constraints or limitations to the airfield that impact the training mission.

NONE

Facilities (cont.)Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

<u>Type of Pilot Training</u>	<u>Level of Pilot Training</u>	<u>Trainer Aircraft</u>	<u># Workable Blocks of Airspace</u>	<u>Average Block Dimensions</u>	<u>TYPE OF AIRSPACE</u>	<u>AVAILABILITY (HRS/YR)/BLOCK</u>
<u>General</u>	<u>Primary</u>	<u>T-34C</u>	<u>3</u>	<u>35NM X 45NM X 9000 FT</u>	<u>AA/MOA/PAT/AW</u>	<u>8,760 HRS/YR</u>
		<u>JPATS⁶²</u>	<u>UNKNOWN</u>			
<u>Strike</u>	<u>Intermediate</u>	<u>T-2C</u>	<u>N/A</u>			
	<u>Advanced</u>	<u>TA-4J</u>	<u>N/A</u>			
	<u>Intermediate/Advanced</u>	<u>T-45⁸</u>	<u>N/A</u>			
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>	<u>N/A</u>			
	<u>Advanced</u>	<u>T-2</u>	<u>N/A</u>			
		<u>T-45⁸</u>	<u>N/A</u>			
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>	<u>3</u>	<u>35NM X 45NM X 9000 FT</u>	<u>AA/MOA/PAT/AW</u>	<u>8,760 HRS/YR</u>
		<u>JPATS⁸</u>	<u>UNKNOWN</u>			
	<u>Advanced</u>	<u>T-44</u>	<u>N/A</u>			
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34</u>	<u>3</u>	<u>35NM X 45NM X 9000 FT</u>	<u>AA/MOA/PAT/AW</u>	<u>8,760 HRS/YR</u>
		<u>JPATS⁸</u>	<u>UNKNOWN</u>			
	<u>Advanced</u>	<u>TH-57</u>	<u>2</u>	<u>35NM X 45NM X 9000 FT</u>	<u>AA/PAT/AW/OWA</u>	<u>8,760 HRS/YR</u>
<u>Total</u>						

Facilities (cont.)1. AirspaceKey to types of airspace:MOAs -- Military Operating Areas
RangesRR -- Restricted Areas withWA -- Warning AreasMTR -- Military Training RoutesAA -- Alert AreasAW-- Airways (e.g. corridors toand from training areas)RA -- Restricted AreasPAT -- Pattern (e.g. airspace aboverunways)ATCAA -- Air Traffic Control Assigned AirspaceOWA -- Overwater AirspaceOWAW -- Overwater AirwaysCLG -- Uncontrolled Airspace

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

NOTE: T-34C PRIMARY AND INTERMEDIATE MARITIME/ROTARY SHARE SAME BLOCKS.

CLOSE HOLD

UIC 60508

Facilities (cont.)

R

B. Airspace

5. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the air station that are used for flight training. For each airspace provide the following information (seven questions):

AIRSPACE NAME: A292

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA
- PENSACOLA, FL LOCATED IN THE NORTHWEST OF FLORIDA AND SOUTHEAST PART OF ALABAMA
- APPROXIMATELY: 75NM X 60NM X SURF-3,000FT WITHIN FEDERAL R AIRWAY OTHERWISE SURF-17,500FT
- SR-0700z MON-FRI/SR-SS SAT
- NONE
- COMTRAWING SIX, NAS PENSACOLA
- UNKNOWN
- COVERS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, THE AREA IS CURRENTLY COVERED BY PENSACOLA APPROACH CONTROL AND RADAR SERVICE WILL BE ENHANCED WITH THE COMPLETION OF LINKING THE NAS WHITING FIELD ASR-8 TO PENSACOLA APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

0 MILES/0 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

Facilities (cont.)Airspace

5. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the air station that are used for flight training. For each airspace provide the following information (seven questions):

AIRSPACE NAME: A292

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA

- PENSACOLA, FL LOCATED IN THE NORTHWEST OF FLORIDA AND SOUTHEAST PART OF ALABAMA

- APPROXIMATELY: 80NM X 70NM X SURF-3,000FT WITHIN FEDERAL AIRWAY OTHERWISE SURF-17,500FT

- SR-0700z MON-FRI/SR-SS SAT

- NONE

- COMTRAWING SIX, NAS PENSACOLA

- UNKNOWN

- COVERS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, THE AREA IS CURRENTLY COVERED BY PENSACOLA APPROACH CONTROL AND RADAR SERVICE WILL BE ENHANCED WITH THE COMPLETION OF LINKING THE NAS WHITING FIELD ASR-8 TO PENSACOLA APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

0 MILES/0 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

CLOSE HOLD

UIC 60508

Facilities (cont.)Airspace

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

BASED ON THE NAS WHITING FIELD'S BRAC BRIEFING MATERIALS SUBMISSION OF JANUARY 1993 AND THE NAVAL AVIATION TRAINING SYSTEM (NATS) PLAN COMPILED BY THE SOUTHERN DIVISION, NAVAL FACILITIES ENGINEERING COMMAND IN MAY 1987, NAS WHITING FIELD HAS A T-34C PTR CAPACITY OF 1500. THE NATS CONSIDERED CAPACITY LEVELS FOR HOMEFIELD DEPARTURE/ARRIVAL, ENTRY CHANNELS, AND OLF'S. A 1500 PTR COULD BE ACCOMPLISHED CONSIDERING PEAK HOUR DEMAND, WITHOUT EXCEEDING THE ABOVE LISTED LEVELS. ADDITIONALLY, THE BRAC BRIEFING CONSIDERED PARKING SPACES WHICH EQUATED TO A 1513 PTR.

THE NATS DETERMINED THE LIMITING FACTOR FOR ROTARY TRAINING WAS THE CAPACITY AT THE FAMILIARIZATION OUTLYING FIELDS. THIS EQUATED TO A PTR OF 944. ADDITIONALLY, BASED ON THE PARKING SPACE CAPACITY ANALYSIS PERFORMED BY NAS WHITING FIELD AND TRAINING AIR WING FIVE ON 24 JULY 1992, AND UPDATED IN JANUARY OF 1993, THE TH-57 PTR CAPACITY IS 933.

THE PARKING SPACE CAPACITY WAS DERIVED BY USING THE PRIMARY AND ROTARY PTR AS ESTABLISHED IN JULY 1992 WITH THE FOLLOWING FORMULA:

(T-34C = PTR OF 862 / 176 SPACES USED X 309 SPACES AVAILABLE)

(TH-57 = PTR OF 544 / 128 SPACES USED X 228 SPACES AVAILABLE)

TW-5 AIRCRAFT INVENTORY ALONG WITH INSTRUCTOR PILOT MANNING WOULD HAVE TO INCREASE TO MEET THE POTENTIAL PTR CAPABILITIES.

CLOSE HOLD
Facilities (cont.)

UIC 60508

B. Airspace

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

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

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

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

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

NASWF JOINT (20) CAPACITY

183-A

CLOSE HOLD

PTB
CACET
N-443E
12 MAY 94

FacilitiesAirspace (cont.)AIRSPACE NAME: PENSACOLA NORTH MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA / ATCAA
- PENSACOLA, FL. LOCATED IN THE NORTHWEST OF FLORIDA
- APPROXIMATELY 60NM X 30 NM X 10,000FT-FL180 230
- MON-SAT SR-SS
- FAA, ARTCC, JACKSONVILLE, FL.
- COMTRAWING FIVE
- UNKNOWN
- NORTH OF WHITING FIELD

PJB
CRJET
N-443E
11 MAY 94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, PENSACOLA APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance?

If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

FacilitiesAirspace (cont.)AIRSPACE NAME: PENSACOLA SOUTH MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA / ATCAA
- PENSACOLA FL. LOCATED IN THE NORTHWEST OF FLORIDA
- APPROXIMATELY 50NM X 25 NM X 10,000FT-FL180 230
- MON-SAT SR-2400
- FAA, ARTCC, JACKSONVILLE, FL.
- COMTRAWING SIX
- UNKNOWN
- SOUTH OF WHITING FIELD

*TAB
CNET N-443E
11 MAY 94*

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, PENSACOLA APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO, ONLY THE OLF's

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

FacilitiesAirspace (cont.)AIRSPACE NAME: A211

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- ALERT AREA

- DOTHAN, AL. LOCATED IN THE SOUTHEAST PART OF ALABAMA

- APPROXIMATELY 78NM X 64NM X SURF-5,000FT

- MON-FRI 1200-0400z

- UNKNOWN

- COMDR, USA, FORT RUCKER, AL.

- UNKNOWN

- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

30 MILES/15 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

revised pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2905A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **TYNDALL AFB, FL**
- **APPROXIMATELY 3 NM X 5NM X SURF-10000ft**
- **INTERMITTENT**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

88 MILES, 44 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

NASWF (19) CAPACITY

175a
186a

R(JULY 11, 1994)

revised pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2905B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **TYNDALL AFB, FL**
- **APPROXIMATELY 4 NM X 6 NM X SURF-10000ft**
- **INTERMITTENT**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **AIR DEFENSE WEAPONS CTR, TYNDALL AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

90 MILES, 45 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

NASWF (19) CAPACITY

175B

R(JULY 11, 1994)

186b

Revised P3

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2908

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **PENSACOLA, FL**
- **APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000**
- **DAILY, SR-SS**
- **FAA, PENSACOLA RATCF**
- **COMDR, TRNG AIR WG SIX, PENSACOLA, FL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, PENSACOLA RATCF *TRACON*

*21 (VELEC)
CHARTMAN
7-18-94*

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

45 MILES/23 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

175c

R(JULY 11, 1994)

186c

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: R2914A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 20 NM X 20 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

40 MILES, 20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

NASWF (19) CAPACITY

175d
186d

R(JULY 11, 1994)

Revised PG

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2914B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 10 NM X 8 NM X 8500 ft-UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

55 MILES, 33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

NASWF (19) CAPACITY

**186
175e**

R(JULY 11, 1994)

Revised By

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 15 NM X 17 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

10 MILES, 5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 5 NM X 12 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

20 MILES, 10 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

revised B

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2915C**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**

- **EGLIN AFB, FL**

- **APPROXIMATELY 5 NM X 11 NM X ~~UNLTD~~ 8500' - UNLTD**

- **CONTINUOUS**

- **FAA, AARTCC, JACKSONVILLE, FL.**

- **3246 TESTW/DOSO, EGLIN AFB**

- **UNKNOWN**

- **UNKNOWN**

2
CNMMA
N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

20 MILES, 10 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

Revised Pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2918**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 3 NM X 10 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

30 MILES, 15 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

revised by

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2919A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **EGLIN AFB, FL**
- **APPROXIMATELY 15 NM X 5 NM X UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

15 MILES, 8 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

Revised PS

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **R2919B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **VALPARAISO, FL**
- **APPROXIMATELY 15 NM X 5 NM X UNLTD 8500 - UNLTD**
- **CONTINUOUS**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **3246 TESTW/DOSO, EGLIN AFB**
- **UNKNOWN**
- **UNKNOWN**

²
CNAMA W3
7-18-94

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

~~15 MILES, 8 MINUTES~~ 40 miles, 20 minutes

²
CNAMA W3
7-18-94

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

NASWF (19) CAPACITY

186
175k

R(JULY 11, 1994)

R

Facilities**b. Airspace (cont.)****AIRSPACE NAME: R2908**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **RESTRICTED AREA**
- **PENSACOLA, FL**
- **APPROX. 14nmi. x 3nmi. x SURFACE TO 12,000** *dw*
- **DAILY, SR-SS**
- **FAA, PENSACOLA ~~RATCF~~ TRACOM** *CNATRA N3 9/27/94*
- **COMDR, TRNG AIR WG SIX, PENSACOLA, FL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, PENSACOLA ~~RATCF~~ TRACOM

*91 (VELEZ)
CHATTANOOGA
7-18-94*

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

45 MILES/23 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

*175c
186c*

R(JULY 11, 1994)

R

Facilities

b. Airspace (cont.)

AIRSPACE NAME: EGLIN MOA E

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL**
- **APPROX. ~~24nmi. x 12nmi.~~ x SURFACE TO BUT NOT INCL. FL 180**
- **M-F, 1200-0300Z**
- **JACKSONVILLE CNTR**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

→ 45 NMI x 44 NMI
45 NMI x 32 NMI
CNATRA N3
9/27/94

2
CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

FacilitiesAirspace (cont.)

AIRSPACE NAME: EGLIN MOA A EAST/WEST, B, C, D

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA

- EGLIN AFB, FL LOCATED IN THE NORTHWEST PART OF FLORIDA

-APPROXIMATELY 42NM X 20NM X 1,000FT-180/EGLIN D 1,000FT-3000FT

-MON-FRI 1200-0300Z

-FAA, FSS, ARTCC, JACKSONVILLE, FL.

-3246 TESTW/DOSO EGLIN AFB

-UNKNOWN

-UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

10 MILES/5 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

revised by

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **EGLIN MOA E**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL**
- **APPROX. ~~24~~nmi. x 12nmi. x SURFACE TO BUT NOT INCL. FL 180**
- **M-F, 1200-0300Z**
- **JACKSONVILLE CNTR**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

→ 45 NMI x 44 NMI

*2
CENTRAL NS
7-18-94*

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

187
176a

R(JULY 11, 1994)

Revised 3

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **EGLIN MOA F**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **EGLIN AFB, FL**
- **APPROX. ~~1.5nmi. x 3nmi.~~ x SURFACE TO BUT NOT INCL. FL 180**
- **M-F, 1200-0300Z**
- **JACKSONVILLE CNTR** → 3.5 nmi x 3.5 nmi
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

18 MILES/9 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

revised R

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **CAMDEN RIDGE MOA**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **CAMDEN, AL**
- **APPROXIMATELY 40NM X 32 NM X 500 ft BUT NOT TO INCLUDE 10000 ft**
- **1300-0500Z DAILY**
- **FAA, AARTCC, JACKSONVILLE, FL.**
- **187 FG**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/ control? If so, who provides the services?

UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

80 MILES, 40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PG 146

NASWF (19) CAPACITY

¹⁸⁷
~~176c~~

R(JULY 11, 1994)

Facilities(. Airspace (cont.)AIRSPACE NAME: ROSE HILL MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- EGLIN AFB, FL LOCATED IN THE NORTHWEST PART OF FLORIDA
- APPROXIMATELY 35NM X 22NM X 8,000FT-FL180
- MON-FRI 0600-2400
- FAA, ARTCC, JACKSONVILLE, FL.
- 3246 TESTW/DOSO EGLIN AFB
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

45 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

revised pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **TYNDALL MOA A**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 12nmi. x 10nmi. x 500 AGL - 2,000; 9,000 - 17,000**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

57 MILES/28 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

188
177a

R(JULY 11, 1994)

revised 13

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 20nmi. x 13nmi. x 9,000 - 17,000**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

64 MILES/32 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA C

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 29nmi. x 20nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL - 6,000; 9,000 TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

74 MILES/37 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Revised 12/94

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA D

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 27nmi. x 9nmi. x 1,000 AGL TO 4,000 (300 AGL - 6,000 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

93 MILES/47 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

189
177d

R(JULY 11, 1994)

Revised R3

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **TYNDALL MOA E**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 37nmi. x 30nmi. x 1,000 AGL - 4,000; 9,000 TO BUT NOT INCLUDING FL 180 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

96 MILES/48 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities

b. Airspace (cont.)

AIRSPACE NAME: TYNDALL MOA F

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **TYNDALL AFB, FL**
- **APPROX. 24nmi. x 14nmi. x 1,000 AGL - 4,000 (300 AGL TO BUT NOT INCLUDING FL 180 BY NOTAM)**
- **MON-FRI, 1200-0600Z**
- **TYNDALL APPROACH CON**
- **ADWC**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

98 MILES/49 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities. Airspace (cont.)AIRSPACE NAME: RUCKER MOA A, B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- FORT RUCKER AL. LOCATED IN THE SOUTHEAST PART OF ALABAMA
- APPROXIMATELY 40NM X 20NM X 100FT-1,500FT
- BY NOTAM ONLY
- FAA, ARTCC, JACKSONVILLE, FL.
- CMDR USA AVN CTR
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH

(c) Does the Navy own the land below the training airspace under your cognizance?

If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

80 MILES/40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

*revised
page*

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **RUCKER MOA C**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **FT RUCKER, AL**
- **APPROX. 13nmi. x 18nmi. x 100 AGL - 1,500**
- **UNKNOWN**
- **JACKSONVILLE CNTR**
- **COMDR USA AVN CNTR**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

97 MILES/48 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: DESOTO MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **MILITARY OPERATING AREA**
- **GULFPORT, MS**
- **APPROX. 34nmi. x 8 nmi. x 500 - 10,000 AGL**
- **1500-2200Z INTERMITTENT**
- **HOUSTON CNTR**
- **GULFPORT PFTS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

91 MILES/45 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities. Airspace (cont.)AIRSPACE NAME: DESOTO 2 MOA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- MILITARY OPERATING AREA
- GULFPORT, MS. LOCATED IN THE SOUTHERN PART OF MISSISSIPPI
- APPROXIMATELY 30NM X 24NM X 100FT-5,000FT
- MON-FRI 0800-1800
- FAA, ARTCC, HOUSTON, TX.
- UNKNOWN
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance?

If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

80 MILES, 40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

Revised pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: ATCAA EAGLE GULF ONE

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
-
- **864 SQUARE MILES**
- **UNKNOWN**
- **FAA, ARTCC HOUSTON, TX**
- **ANG TRNG, GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications Coverage/control? If so, who provides the services?

FACS FAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

60 MILES/15 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

179a
190

R(JULY 11, 1994)

Revised pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **ATCAA EAGLE GULF TWO**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **AIR TRAFFIC CONTROLLED ASSIGNED AIRSPACE**
-
- **2,132 SQUARE MILES**
- **UNKNOWN**
- **FAA, ARTCC HOUSTON, TX**
- **ANG TRNG, GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

FACS FAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

80 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

FacilitiesAirspace (cont.)

AIRSPACE NAME: PINE HILL MOA EAST/WEST /ATCAA

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- NAS MERIDIAN, MS. LOCATED IN THE CENTRAL PART OF MISSISSIPPI
- APPROXIMATELY 42NM X 65NM X 10,000FT-FL180 230
- MON-FRI 0700-2300 SAT 0800-1500
- FAA, ARTCC, ATLANTA, GA.
- COMTRAWING ONE
- UNKNOWN
- UNKNOWN

TIB
CNET N-443E
11 MAY 94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

70 MILES/35 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

revised
pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1020**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR) — 2
- **N/A**
- ~~N/A~~ *variable* — *CHATNA 03*
- **1200-0400Z, M-F** *7-18-94*
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

55 MILES/14 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

191
180a

R(JULY 11, 1994)

revised 13

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1021

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE (MTR)**
 - **N/A**
 - ~~N/A~~ *variable*
 - **1200-0400Z M-F**
 - **N/A**
 - **FACSFAC PENSACOLA**
 - **UNKNOWN**
 - **UNKNOWN**
- 2
CNAFMA N3
7-18-92

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

55 MILES/14 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

191
180b

R(JULY 11, 1994)

Revised 1-9

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **VR-1022**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE (VFR)**
- **N/A**
- **N/A** variable
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

2
ENATRA N3
7-18-97

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

75 MILES/19 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Revised 1/9

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1023

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (vfr) —
- **N/A**
- **N/A** Variable —
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

2
C NSTRAL 103
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

53 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

191
180d

R(JULY 11, 1994)

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1024

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE (MTR)
- N/A
- ~~N/A~~ Variable
- 1200-0400Z, M-F
- N/A
- FACSAC PENSACOLA
- UNKNOWN
- UNKNOWN

2
ENROUTE N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

55 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Revised 23

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-179

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (MTR)
- **N/A**
- **N/A x N/A x 100 AGL - 10,000**
- **0730-1600 local, DAILY**
- **N/A** not applicable
- **ANG CRTC GULFPORT, MS**
- **UNKNOWN**
- **UNKNOWN**

2
P N MTR N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

66 MILES/33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

191
180f

R(JULY 11, 1994)

revised 1/94

UIC 60508

Facilities

b. Airspace (cont.)

OK

AIRSPACE NAME: VR-060

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **VISUAL FLIGHT ROUTE** (*MTL*)
- **N/A**
- **N/A x N/A x 100 AGL - 10,000**
- **BY NOTAM**
- **N/A** *not applicable*
- **FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- **UNKNOWN**
- **UNKNOWN**

*CAV. AREA N3
7-18-94*

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

66 MILES/33 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Rev.

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1082

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE MTR
- ~~N/A~~ VARIABLE (SIZE) CNA TRA N3 9/8/94
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1084

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE MTR
- ~~N/A~~ VARIABLE (SIZE) ^{CNATRA N3} 9/8/94
- N/A
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Rev

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: VR-1085

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- VISUAL FLIGHT ROUTE ~~████~~ MTR ²
- ~~N/A~~ VARIABLE (size) CNATRA N3
- N/A 9/8/94
- N/A
- 1200-2300Z, M-F
- N/A
- 46 TW/DOAO EGLIN AFB, FL
- UNKNOWN
- APPROXIMATELY 25 NM FROM NAS WHITING FIELD

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN COMMUNICATIONS COVERAGE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

25 NM / 12 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities(. Airspace (cont.)AIRSPACE NAME: W453

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF GULFPORT, MS.
- APPROXIMATELY 30NM X 45NM X SURF-FL500
- SR-SS
- FAA, ARTCC, HOUSTON, TX.
- COMDR, TRNG, GULFPORT, MS.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, UNKNOWN

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

70 MILES/30 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

Facilities(. Airspace (cont.)AIRSPACE NAME: W155A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF PENSACOLA, FL.
- APPROXIMATELY 63NM X 47NM X SURF-FL600
- SR-0100L
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, FACSAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

50 MILES/25 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

*Revised
by*

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **W155 B**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **WARNING AREA**
- **PENSACOLA, FL**
- **APPROX. 42nmi. x 67nmi. x SURFACE TO FL 600**
- **DAILY SR-0100 LOCAL**
- **FAA, ARTCC JACKSONVILLE, FL**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, FACSFAC PENSACOLA, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

75 MILES/37 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Facilities. Airspace (cont.)AIRSPACE NAME: W151A

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF VALPARISO, FL.
- APPROXIMATELY 70NM X 48NM X UNLTD
- INTMT
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, FACSAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

40 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

Facilities(. Airspace (cont.)AIRSPACE NAME: W151B

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- LOCATED SOUTH OF VALPARISO, FL.
- APPROXIMATELY 66NM X 33NM X UNLTD
- INTMT
- FAA, ARTCC, JACKSONVILLE, FL.
- FACSAC PENSACOLA, FL.
- UNKNOWN
- UNKNOWN

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, FACSAC PENSACOLA

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

75 MILES/40 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

NO

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

NO

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

REFER TO PARAGRAPH "G" OF A292

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **W151 C**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **WARNING AREA**
- **VALPARAISO, FL**
- **42nmi. x 42nmi. x UNLTD**
- **INTERMITTENT**
- **FAA, ARTCC JACKSONVILLE, FL**
- **3246 TESTW/DOSO**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, EGLIN APPROACH CONTROL, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

82 MILES/41 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Revised by

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-015

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (M M) 2
CANAL N3
- **N/A**
- **N/A x N/A x 500 AGL - 7,000** 7-15-94
- **CONTINUOUS**
- **N/A**
- **OSS/OSTA MOODY AFB, GA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER, TALLAHASSEE APPROACH CONTROL, FACS FAC JACKSONVILLE

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

41 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

¹⁹⁵
184b

R(JULY 11, 1994)

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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-017

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE (MTR)** *CNAMA N3*
- **N/A** *7-18-54*
- **N/A x N/A x 500 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **FG (ANG), DANNELLY FIELD, MONTGOMERY, AL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, COLUMBUS APPROACH CONTROL, CAIRNS APPROACH CONTROL, TYNDALL APPROACH CONTROL, JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

41 MILES/20 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

Revised
PS

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-019

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE (IRM)**
- **N/A**
- **N/A x N/A x 4,000 - 7,000**
- **0700-2400 local DAILY**
- **N/A**
- **FACSFAC JACKSONVILLE**
- **UNKNOWN**
- **UNKNOWN**

2
CNATRA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

JACKSONVILLE CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

88 MILES/44 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

195
184d

R(JULY 11, 1994)

Revised 15

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-021**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (1472) ~ 2
- **N/A** *CNATRA 23*
- **N/A** *variable*
- **1200-0400Z M-F** *7-18-94*
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

28 MILES/7 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

195
184e

R(JULY 11, 1994)

revised
Pg

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-030**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (INTL)
- **N/A**
- **N/A x N/A x 500 AGL - 6,000**
- **DAYLIGHT HOURS, DAILY**
- **N/A**
- **NAWC, PATUXENT RIVER, MD**
- **UNKNOWN**
- **UNKNOWN**

2
CANADA N3
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, JACKSONVILLE CENTER, ATLANTA CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

32 MILES/16 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

revised
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UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-031**

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR) L
CHARTER N3
7-18-94
- **N/A**
- **N/A x N/A x 500 AGL - 6,000**
- **DAYLIGHT HOURS, DAILY**
- **N/A**
- **NAWC, PATUXENT RIVER, MD**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, JACKSONVILLE CENTER, ATLANTA CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

27 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

195
184g

R(JULY 11, 1994)

Revised B3

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-037

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE (nm)** — ²
- **N/A**
- **N/A** *Variable* — *CNATRA N3*
- **1200-0400Z, M-F** *7-13-94*
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, MEMPHIS CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

67 MILES/17 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

¹⁹⁵
184h

R(JULY 11, 1994)

Pensacola

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-038**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (KTR) 2
- N/A
- ~~N/A~~ variable CNATRA 03
- **SR-SS, M-F** 7-18-94
- N/A
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

53 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas(air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

¹⁹⁵
184i

R(JULY 11, 1994)

Lenora
Ry

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: **IR-040**

NOTE: DATA PROVIDED BY NAS PENSACOLA ATC

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (MTR) — 2
CNATRA N3
- **N/A**
- **N/A** *variable* — 7-18-94
- **1200-0400Z, M-F**
- **N/A**
- **FACSFAC PENSACOLA**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, MEMPHIS CENTER, HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

53 MILES/13 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

195
184j

R(JULY 11, 1994)

Revised
P2

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-057

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (nm) 2
CHARRA W3
- **N/A** 7-15-94
- **N/A x N/A x 250 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **SOSS/OGSC, HURLBURT FIELD, FL**
- **UNKNOWN**
- **UNKNOWN**

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

12 MILES/6 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

**195
184k**

R(JULY 11, 1994)

Revised

UIC 60508

Facilities

b. Airspace (cont.)

AIRSPACE NAME: IR-059

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

- **INSTRUMENT FLIGHT ROUTE** (M1 M2)
- **N/A**
- **N/A x N/A x 250 AGL - 3,000**
- **CONTINUOUS**
- **N/A**
- **SOSS/OGSC, HURLBURT FIELD, FL**
- **UNKNOWN**
- **UNKNOWN**

2
ENROUTE NS
7-18-94

(b) Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES, JACKSONVILLE CENTER, ATLANTA CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

NO

(d) What is the distance and time enroute?

12 MILES/6 MINUTES

(e) Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

UNKNOWN

(f) Is land sea or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

UNKNOWN

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

REFER TO PARAGRAPH "G" OF A292 ON PAGE 146

NASWF (19) CAPACITY

¹⁹⁵
1841

R(JULY 11, 1994)

Facilities (cont.)Airspace (cont.)

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

YES

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

NONE REQUIRED

a. Where do these units/squadrons deploy?

b. How far from your installation?

c. Frequency?

d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

e. Annual costs incurred for deployments due to adverse weather?

f. Annual costs incurred for deployments due to airspace non-availability?

g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

NONE

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

<u>Syllabus of Pilot Training</u>	<u>Level of Training</u>	<u>Terrain Requirements</u>
<u>General</u>	<u>Primary</u>	<u>OVER LAND PREFERRED</u>
<u>Strike</u>	<u>Intermediate</u>	<u>N/A</u>
	<u>Advanced</u>	<u>N/A</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>OVER LAND PREFERRED</u>
	<u>Advanced</u>	<u>N/A</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>N/A</u>
	<u>Advanced</u>	<u>N/A</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>OVER LAND PREFERRED</u>
	<u>Advanced</u>	<u>OVER LAND PREFERRED</u> <u>OVER WATER REQUIRED FOR</u> <u>SHIPBOARD TRAINING</u>

CLOSE HOLD

UIC 60508

N/A - NOT APPLICABLE TO THIS COMMAND.

List any additional constraints or limitations to the airspace that impact the training mission.

NONE

Rev.

UIC 60508

Facilities (cont.)

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

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

CCN:171-10

Type Training Facility	Total Number	Design Capacity (PN) ⁷	Capacity (Student HRS/YR)
TRAINING CLASSROOMS	11	25	554,400

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

11 CLASSROOMS

25 STUDENTS/CLASSROOM

275

8 HOURS/DAY

2200

252 DAYS/YR = 554,400 (TOTAL STUDENT CURRICULUM HOURS)

Facilities (cont.). Ground Training

1. By Facility Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

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

CCN:171-10

Type Training Facility	Total Number	Design Capacity (PN) ⁷	Capacity (Student HRS/YR)
TRAINING CLASSROOMS	11	25	554,400

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

11 CLASSROOMS
 25 STUDENTS/CLASSROOM
 275
 8 HOURS/DAY
 2200
 252 DAYS/YR = 554,400 (TOTAL STUDENT CURRICULUM HOURS)

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN) ⁷	Capacity (Student HRS/YR)
2C42	4	4	16,128
2B37	14	14	56,448
2C67	3	6	24,192
2B42	6	12	48,384

DB CXCET N-443E
 11 MAY 94

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

16 HOURS/DAY
 252 DAYS/YR

CLOSE HOLD

UIC 60508

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN) ⁷	Capacity (Student HRS/YR)
2C42 (UTD)(T-34C)	4	4	16,128
2B37 (IFT/OFT)(T-34C)	14	14	56,448
2C67 (UTD)(TH-57B/C)	3	3	12,096
2B42 (IFT/OFT)(TH-57B/C)	6	6	24,192

NOTE:

- THE 2C67 HAS TWO SEATS. ONE IS USED BY THE STUDENT AND ONE MAY BE USED BY THE INSTRUCTOR. TABLE ABOVE REFLECTS CAPACITY FOR ONE STUDENT AT A TIME.

- THE 2B42 ALSO HAS TWO SEATS BUT ALSO HAS AN INSTRUCTOR SEAT BEHIND AND BETWEEN THESE SEATS. THE STUDENT UNDER TRAINING ALWAYS OCCUPIES THE RIGHT SEAT. NINE OF THESE 2B42 SORTIES REQUIRE A COPILOT IN THE LEFT SEAT. THESE NINE 2B42 SORTIES (11.7 HOURS) FOR THE COPILOT ARE NOT INCLUDED IN THE OVERALL TRAINING CURRICULUM REQUIREMENT BUT ARE USED TO ENHANCE STUDENT TRAINING. THESE SORTIES PROVIDE AN INVALUABLE OPPORTUNITY TO CONDUCT AIRCREW COORDINATION TRAINING (ACT). THE COPILOT IS GIVEN ADVISORY GRADES ACCORDINGLY.

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

DESIGN CAPACITY X 16 HOURS A DAY X 252 DAYS A YEAR = CAPACITY

EXAMPLE:

$$2B42: 6 \times 16 \times 252 = 24,192$$

Rev.

UIC 60508

CCN:171-35

Type Training Facility	Total Number	Design Capacity (PN) ⁷	Capacity (Student HRS/YR)
2C42 (UTD)(T-34C)	4	4	16,128
2B37 (IFT/OFT)(T-34C)	14	14	56,448
2C67 (UTD)(TH-57B/C)	3	3	12,096
2B42 (IFT/OFT)(TH-57B/C)	6	6	24,192

NOTE:

- THE 2C67 HAS TWO SEATS. ONE IS USED BY THE STUDENT AND ONE MAY BE USED BY THE INSTRUCTOR. TABLE ABOVE REFLECTS CAPACITY FOR ONE STUDENT AT A TIME. R

- THE 2B42 ALSO HAS TWO SEATS BUT ALSO HAS AN INSTRUCTOR SEAT BEHIND AND BETWEEN THESE SEATS. THE STUDENT UNDER TRAINING ALWAYS OCCUPIES THE RIGHT SEAT. NINE OF THESE 2B42 SORTIES REQUIRE A COPILOT IN THE LEFT SEAT. THESE NINE 2B42 SORTIES (11.7 HOURS) FOR THE COPILOT ARE NOT INCLUDED IN THE OVERALL TRAINING CURRICULUM REQUIREMENT BUT ARE USED TO ENHANCE STUDENT TRAINING. THESE SORTIES PROVIDE AN INVALUABLE OPPORTUNITY TO CONDUCT AIRCREW COORDINATION TRAINING (ACT). THE COPILOT IS GIVEN ADVISORY GRADES ACCORDINGLY. R

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

DESIGN CAPACITY X 16 HOURS A DAY X 252 DAYS A YEAR = CAPACITY R

EXAMPLE:

$$2B42: 6 \times 16 \times 252 = 24,192$$

FacilitiesGround Training (cont.)

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

AN INCREASE OF 50% COULD BE ATTAINED WITH MINIMAL IMPACT. FURTHER INCREASES COULD BE ATTAINED BY SCHEDULING 24 HOURS A DAY AND "FLYING" WEEKENDS. ACADEMIC INSTRUCTION COULD THEORETICALLY BE 3,168,000 STUDENT CURRICULUM HOURS PER YEAR.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations⁶³

AN INCREASE OF 50% COULD BE ATTAINED WITH MINIMAL IMPACT. FURTHER INCREASES COULD BE ATTAINED BY SCHEDULING 24 HOURS A DAY AND "FLYING" WEEKENDS. ACADEMIC INSTRUCTION COULD THEORETICALLY BE 3,168,000 STUDENT CURRICULUM HOURS PER YEAR.

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

NEEDS OF THE NAVY; FLEET'S ABILITY TO ABSORB THROUGHPUT; NUMBER OF SIMULATORS.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type

Facilities (cont.)Ground Training (cont.)

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is not conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

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

CCN: 171-XX 179-XX

<u>Type Training Facility</u>	<u>Total Number</u>	<u>Design Capacity (PN)⁹</u>	<u>Capacity (Student HRS/YR)</u>
<u>17110 ACADEMIC INSTRUCTION</u>	<u>7</u>	<u>760</u>	<u>1,520,000</u>
<u>17120 APPLIED INSTRUCTION</u>	<u>3</u>	<u>180</u>	<u>360,000</u>
<u>17125 AUDITORIUM</u>	<u>2</u>	<u>556</u>	<u>1,112,000</u>
<u>17940 SMALL ARMS RANGE</u>	<u>1</u>	<u>8</u>	<u>12,000</u>
<u>17945 FIRE DRILL TOWER</u>	<u>1</u>	<u>6</u>	<u>12,000</u>
<u>17945 FIRE TRAINING MOCKUP</u>	<u>1</u>	<u>8</u>	<u>16,000</u>
<u>17950 MILITARY WORKING DOG TRAINING</u>	<u>1</u>	<u>4</u>	<u>8,000</u>
<u>17955 COMBAT TRAINING POOL</u>	<u>1</u>	<u>8</u>	<u>16,000</u>

FacilitiesGround Training (cont.)

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

17110 760 SEATS X 8 HOURS X 250 DAYS = 1,520,000

17120 180 SEATS X 8 HOURS X 250 DAYS = 360,000

17125 556 SEATS X 8 HOURS X 250 DAYS = 1,112,000

17940 1 RANGE X 8 FIRING POSITIONS X 6 HOURS X 250 DAYS = 12,000

17945 1 X 8 POSITIONS X 8 HOURS X 250 DAYS = 16,000

17945 (DRILL TOWER) 1 X 6 POSITIONS X 8 HOURS X 250 DAYS = 12,000

17955 1 X 8 LANES X 8 HOURS X 250 DAYS = 16,000

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

COULD INCREASE BY 50% 5,070 BY SCHEDULING 12 HOURS A DAY OR 100% BY SCHEDULING 16 HOURS A DAY.

DB CRET N-443E 11 MAY 94

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations⁶⁴

NONE

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

NONE

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.). Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

QUESTION NOT VALID FOR THIS COMMAND

<u>Type of Aircraft</u>	<u>Number of Aircraft (Fiscal Year)</u>							<u>Mission</u>
	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	
<u>NONE</u>								

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

<u>Aircraft Type</u>	<u># of Aircraft</u>		<u>Comments</u>
	<u>(a)</u>	<u>(b)</u>	
<u>T-34C</u>	<u>272</u>	<u>341</u>	<u>SEE NOTE A</u>
<u>T-34C</u>	<u>9</u>	<u>9</u>	<u>MAINTENANCE SPOTS</u>
<u>TH-57B/C</u>	<u>162</u>	<u>182</u>	<u>SEE NOTE B.</u>
<u>TH-57B/C</u>	<u>9</u>	<u>9</u>	<u>MAINTENANCE SPOTS</u>
<u>TH-57B/C</u>	<u>33</u>	<u>33</u>	<u>STORAGE SPOTS</u>

SEE NOTES A AND B ON NEXT PAGE WITH QUESTION 3.

Facilities (cont.). Aircraft Parking, Maintenance, and Supply

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces.

NOTES

A: NORTH FIELD CURRENTLY HAS 272 PARKING PADS WITH APPROPRIATE TIE-DOWNS IN ACCORDANCE WITH NAVFAC P-80. SIXTY NINE OF THESE TIE-DOWN SPOTS ARE USED FOR STORING AIRCRAFT AWAITING PARTS OR MAJOR MAINTENANCE. UNDER A SURGE SCENARIO, THESE AIRCRAFT COULD BE MOVED TO ABANDONED RUNWAY AND TAXIWAY AREAS ON NORTH FIELD AND TEMPORARY TIEDOWNS USED TO SECURE THE AIRCRAFT. THIS WOULD FREE UP THE 69 SPOTS ON THE "I" AND "J" LINES AND ALLOW NORMAL PARKING AT P-80 STANDARDS FOR 272 FLYABLE T-34 AIRCRAFT AND 69 NONFLYABLE AIRCRAFT FOR A TOTAL OF 341

B: SOUTH FIELD HAS PARKING SPOTS FOR 162 HELICOPTERS (BELL JET RANGER TYPE) THAT MEET P-80 CRITERIA. THE ADDITIONAL 33 SPOTS AND 9 MAINTENANCE SPOTS ALLOW FOR A TOTAL OF 204 AIRCRAFT. AN ADDITIONAL 20 SPOTS COULD BECOME AVAILABLE UNDER A SURGE SCENARIO IF TEMPORARY TIE DOWNS WERE USED ON THE MAT "A" AND "B" AREAS. THIS WOULD ALLOW 191 FLYABLE AIRCRAFT AND 33 NONFLYABLE AIRCRAFT AT SOUTH FIELD.

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

NOTE: ADDITIONAL HANGAR SPACE IS AVAILABLE AT NETPMSA (NOLF SAUFLEY) FOR TRAWING FIVE. USED DURING HURRICANES.

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-34C	28	36	SEE NOTE "A" IN QUESTION 5
TH-57B/C	38	52	SEE NOTE "B" IN QUESTION 5

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

NOTES:

A. TWENTY EIGHT (28) AIRCRAFT CAN BE HANGARED AT P-80 CRITERIA AND BY REDUCING SEPARATION WHILE MAINTAINING SAFE OPERATING PROCEDURES, 36 AIRCRAFT CAN BE HANDLED.

B. AREAS IN HANGAR BAYS ARE CURRENTLY USED FOR EQUIPMENT STORAGE. THIS EQUIPMENT COULD BE MOVED IF SURGE SCENARIO REQUIRED MORE AIRCRAFT IN HANGAR.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	350	SEE QUESTIONS 3 AND 5
TH-57B/C	234	SEE QUESTIONS 3 AND 5

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

SEE QUESTION 3 AND 5.

NOTE: NORMAL MAINTENANCE OF THESE AIRCRAFT CAN BE ACCOMPLISHED ON THE PARKING LINE.

Facilities (cont.)Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

NOTE: ADDITIONAL HANGAR SPACE IS AVAILABLE AT NETPMSA (NOLF SAUFLEY) FOR TRAWING FIVE. USED DURING HURRICANES.

<u>Aircraft Type</u>	<u># of Aircraft</u>		<u>Comments</u>
	<u>(a)</u>	<u>(b)</u>	
<u>T-34C</u>	<u>28</u>	<u>36</u>	<u>SEE NOTE "A" IN QUESTION 5</u>
<u>TH-57B/C</u>	<u>24</u>	<u>40</u>	<u>SEE NOTE "B" IN QUESTION 5</u>

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

NOTES:

A. TWENTY EIGHT (28) AIRCRAFT CAN BE HANGARED AT P-80 CRITERIA AND BY REDUCING SEPARATION WHILE MAINTAINING SAFE OPERATING PROCEDURES, 36 AIRCRAFT CAN BE HANDLED.

B. AREAS IN HANGAR BAYS ARE CURRENTLY USED FOR EQUIPMENT STORAGE. THIS EQUIPMENT COULD BE MOVED IF SURGE SCENARIO REQUIRED MORE AIRCRAFT IN HANGAR.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

<u>Aircraft Type</u>	<u># of Aircraft</u>	<u>Comments</u>
<u>T-34C</u>	<u>350</u>	<u>SEE QUESTIONS 3 AND 5</u>
<u>TH-57B/C</u>	<u>234</u>	<u>SEE QUESTIONS 3 AND 5</u>

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

SEE QUESTION 3 AND 5.

NOTE: NORMAL MAINTENANCE OF THESE AIRCRAFT CAN BE ACCOMPLISHED ON THE PARKING LINE.

Facilities (cont.)1. Aircraft Parking, Maintenance, and Supply (cont.)

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

NONE. CONTRACT MAINTENANCE

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

<u>Aircraft Type</u>	<u># of Aircraft</u>	<u>Comments</u>
<u>T-34C</u>	<u>350</u>	<u>SEE QUESTION 10</u>
<u>TH-57B/C</u>	<u>234</u>	<u>SEE QUESTION 10</u>

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

DETAILS FOR MAINTENANCE APPLY, AIRCRAFT ARE MAINTAINED BY CIVILIAN CONTRACTORS. ADEQUATE SUPPLY AND STORAGE FACILITIES EXIST TO MEET THESE AIRCRAFT NUMBERS.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

NONE

Features and Capabilities. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

NOTE: BOQ BLDG.2957 - Student and Permanent Party

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 724-11/724-12 CWO & ABOVE	120	120	120 52 *
CBQ 724-11/724-12 CWO & ABOVE	85	71	85 37 *

* LOW UTILIZATION IN ANTICIPATION OF RENOVATION (Average # of people housed) Reflected

NOTE: BEQ BLDG.2958 - Permanent Party

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
	*p2652Y		
CBQ 721-11 E1-E4	208	104	208 193 *
CBQ 721-12/721-13 E5-E9	56	56	56 52 *
CBQ 721-12/721-13 E1-E9	82	72	82 76 *

NOTE: RENOVATION CONTRACT TO BRING THE CBO COMPLEX UP TO CURRENT DOD STANDARDS IS IN PROGRESS. ANTICIPATED COMPLETION DATE, OF ALL CONSTRUCTION, IS EARLY FY 1996. THE NUMBERS IN THE TABLES ABOVE REFLECT TOTAL CAPACITIES UPON COMPLETION OF PHASED RENOVATION.

* Average # of people housed.

2. 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. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

NOTE: BOQ BLDG.2957

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 724-11/724-12 CWO & ABOVE	120	120	120
CBQ 724-11/724-12 CWO & ABOVE	85	71	85

NOTE: BEQ BLDG.2958

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
CBQ 721-11 E1-E4	208	104	208
CBQ 721-12/721-13 E5-E9	56	56	56
CBQ 721-12/721-13 E1-E9	82	72	82

CLOSE HOLD

UIC 60508

Features and Capabilities (cont.)

A. Housing and Messing (cont.)

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
722-10, BLDG 2998	10,097	200	90

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

**NOTE: GENERAL MESS EXPECTED TO CLOSE AT END OF FY94 AND
CONVERT TO A MWR DINING FACILITY (CCN 740-XX)**

R

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
N/A	0	0	0

R

**NOTE: MEALS SERVED EXPECTED TO INCREASE UNDER MWR
MANAGEMENT**

Features and Capabilities (cont.). Housing and Messing (cont.)3. Provide data on the messing facilities assigned to your current plant account.

<u>Facility Type, Cat Code and Bldg. #</u>	<u>Total Sq. Ft.</u>	<u>Seats</u>	<u>Avg # Noon Meals Served</u>
722-10, BLDG 2998	10,097	200	90

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

NOTE: GENERAL MESS EXPECTED TO CLOSE IN FY95 AND CONVERT TO A MWR
DINING FACILITY

<u>Facility Type, Cat Code and Bldg. #</u>	<u>Total Sq. Ft.</u>	<u>Seats</u>	<u>Avg # Noon Meals Served</u>
722-10, BLDG 2998	10,097	200	90

NOTE: MEALS SERVED EXPECTED TO INCREASE UNDER MWR MANAGEMENT

Features and Capabilities (cont.). Housing and Messing (cont.)

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

<u>Type Facility</u>	<u>Average Daily Student Load (ADSL)</u>						
	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>
<u>BOQ NOTE 1,2,6</u>	<u>127</u>	<u>205</u>	<u>205</u>	<u>205</u>	<u>205</u>	<u>205</u>	<u>205</u>
<u>BEQ NOTE 2,6</u>	<u>200</u>	<u>346</u>	<u>346</u>	<u>346</u>	<u>346</u>	<u>346</u>	<u>346</u>
<u>On-Base Housing NOTE 3,6</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>100</u>
<u>Off-Base Housing NOTE 4,6</u>	<u>(N4)</u>	<u>(N4)</u>	<u>(N4)</u>	<u>(N4)</u>	<u>(N4)</u>	<u>(N4)</u>	<u>(N4)</u>
<u>Messing NOTE 5,6</u>	<u>(N5)</u>	<u>(N5)</u>	<u>(N5)</u>	<u>(N5)</u>	<u>(N5)</u>	<u>(N5)</u>	<u>(N5)</u>

NOTE 1: CURRENT NAVY DIRECTIVES DO NOT REQUIRE OFFICER STUDENTS TO LIVE IN BOQ THEREFORE, BOQ SPACE IS NOT A DETERMINING FACTOR IN ADSL.

NOTE 2: RENOVATION CONTRACT TO BRING THE CBO COMPLEX UP TO CURRENT DOD STANDARDS IS IN PROGRESS. ANTICIPATED COMPLETION DATE, OF ALL CONSTRUCTION, IS EARLY FY 1996. THE NUMBERS IN THE TABLE ABOVE REFLECT CAPACITIES UPON COMPLETION OF PHASED RENOVATION.

NOTE 3: WHILE CERTAIN HOUSING UNITS (100 UNITS) ARE DESIGNATED "STUDENT HOUSING", ASSIGNMENT OF UNITS CAN BE MODIFIED TO INCREASE THAT NUMBER DEPENDENT UPON THE NUMBER OF PERMANENT STAFF OFFICERS DESIRING TO RESIDE IN MILITARY FAMILY HOUSING.

NOTE 4: ADEQUATE OFF-BASE HOUSING IN THE LOCAL COMMUNITY IS AVAILABLE, WITHIN A 45 MINUTE COMMUTE OR LESS, TO PROVIDE HOUSING FOR THE TOTAL STUDENT CAPACITY WHICH CURRENTLY EXISTS AT NAS WHITING FIELD.

NOTE 5: ADEQUATE MORALE WELFARE AND RECREATION/NAVY EXCHANGE FACILITIES (AS WELL AS OFF BASE FACILITIES) EXIST TO PROVIDE MESSING SERVICES TO ANY ANTICIPATED INCREASE IN REQUIREMENTS.

NOTE 6: HOUSING AND MESSING IS NOT A PROBLEM IN THIS AREA. IF REQUIRED, LOCAL CONSTRUCTION WOULD ACCOMMODATE ANY INCREASES REQUIRED BY AN INFLUX OF PERSONNEL. THE FY 93 PRIMARY TRAINING RATE WAS 57% OF WHAT THE PRIMARY TRAINING RATE WAS IN FY 87. ADDITIONALLY THE ADVANCED ROTARY TRAINING RATE IN FY 93 WAS 43% OF THE ADVANCED ROTARY TRAINING RATE IN FY 85.

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

SEE NOTES FOR QUESTION 5

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7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission. NONE

Appendix 1

Appendix 1 aNavy pilot training syllabi with service components trained.

<u>Syllabus of Training</u>	
<u>Strike</u>	<u>USN</u>
	<u>USMC</u>
	<u>FMS</u>
<u>Maritime</u>	<u>USN</u>
	<u>USMC</u>
	<u>USCG</u>
	<u>FMS</u>
	<u>USAF</u>
<u>E2/C2</u>	<u>USN</u>
	<u>USMC</u>
	<u>USCG</u>
	<u>FMS</u>
<u>Rotary</u>	<u>USN</u>
	<u>USMC</u>
	<u>USCG</u>
	<u>FMS</u>

Navy NFO training syllabi with service components trained.

<u>Adv Navigator (NAV)</u>	<u>USN</u>
	<u>FMS</u>
	<u>NOAA</u>
<u>Tact Navigator (TN/BN)</u>	<u>USN</u>
	<u>USMC</u>
<u>Radar Intercept Officer (RIO)</u>	<u>USN</u>
	<u>USMC</u>
<u>Over Water Jet Navigator (OJT)</u>	<u>USN</u>
<u>Airborne Tact Data Systems (ATDS)</u>	<u>USN</u>

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USCG

Navy pilot training syllabi with levels of training and types of aircraft used.

<u>General</u>	<u>Primary</u>	<u>T-34C</u>
		<u>JPATS</u>
<u>Strike</u>	<u>Intermediate</u>	<u>T-2</u>
		<u>T-45⁶⁵</u>
	<u>Advanced</u>	<u>TA-4J</u>
		<u>T-45</u>
<u>E2/C2</u>	<u>Intermediate</u>	<u>T-44</u>
		<u>T-45²</u>
		<u>T-2</u>
<u>Maritime</u>	<u>Intermediate</u>	<u>T-34C</u>
		<u>JPATS</u>
	<u>Advanced</u>	<u>T-44</u>
<u>Rotary</u>	<u>Intermediate</u>	<u>T-34C</u>
		<u>JPATS</u>
	<u>Advanced</u>	<u>TH-57</u>

Navy NFO syllabi of training with levels of training and types of aircraft used.

<u>General</u>	<u>Primary</u>	<u>T-34/T-2</u>
		<u>JPATS</u>
<u>General</u>	<u>Intermediate</u>	<u>T-34/T-2</u>
<u>NAV</u>	<u>Advanced</u>	<u>T-43</u>
<u>TN/BN</u>	<u>Advanced</u>	<u>T-2</u>
	<u>Advanced</u>	<u>T-39</u>
<u>RIO</u>	<u>Advanced</u>	<u>T-2</u>
	<u>Advanced</u>	<u>T-39</u>
<u>OJN</u>	<u>Advanced</u>	<u>T-2</u>
	<u>Advanced</u>	<u>T-39</u>
<u>ATDS</u>	<u>Advanced</u>	<u>E-2C</u>

Navy list of aircraft used in undergraduate pilot and NFO training.

<u>T-2</u>
<u>TA-4J</u>
<u>T-34C</u>
<u>T-39</u>
<u>T-43</u>
<u>T-44</u>
<u>T-45</u>
<u>TH-57</u>

If requirements for the T-45 are still being derived, give best estimate.

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JPATS

Appendix 1 bAir Force pilot training syllabi with service components trained.

<u>Syllabus of Training</u>	
<u>Flight Screening</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
	<u>USAF A</u>
	<u>FMS</u>
<u>UPT</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
	<u>FMS</u>
<u>SUPT</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
	<u>FMS</u>
	<u>NAVY</u>
<u>SUPT HELO</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
<u>ENJJPT</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
	<u>NATO</u>
<u>BANKED REQ</u> <u>T-38</u>	<u>USAF</u>
<u>BANKED REQ</u> <u>T-1</u>	<u>USAF</u>
<u>FIXED WING</u> <u>QUAL TNG</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
<u>ROTARY WING</u> <u>QUAL</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
<u>AVIATION LEADERSHIP PROGRAM</u> <u>T-37</u>	<u>FMS</u>

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<u>UPT T-38</u> <u>ADVANCED</u> <u>TNG PGM</u>	<u>FMS</u>
<u>INTRO TO</u> <u>FTR</u>	<u>USAF</u>
<u>FUND (IFF)</u>	<u>ANG</u>
<u>AT-38</u>	<u>AFRES</u>
	<u>NATO</u>
	<u>FMS</u>
<u>INTRO TO</u> <u>BOMBER</u> <u>FUND (IBF)</u>	<u>USAF</u>
<u>(NO A/C,</u> <u>SIMS</u>	<u>AFRES</u>
<u>ONLY)</u>	<u>ANG</u>
<u>T-43</u>	<u>USAF</u>
	<u>FMS</u>
<u>PILOT INSTR</u> <u>TNG (PIT) T-</u> <u>37</u>	<u>USAF</u>
	<u>FMS</u>
<u>PILOT INSTR</u> <u>TNG (PIT) T-</u> <u>38</u>	<u>USAF</u>
	<u>FMS</u>
<u>PILOT INSTR</u> <u>TNG (PIT) T-1</u>	<u>USAF</u>
<u>T-1 PIT</u> <u>TRANSITION</u>	<u>USAF</u>
<u>PILOT INSTR</u> <u>TNG (PIT)</u>	<u>USAF</u>
<u>AT-38</u>	<u>NATO</u>
<u>ENJJPT PIT</u> <u>T-37</u>	<u>USAF</u>
	<u>NATO</u>
<u>ENJJPT PIT</u> <u>T-38</u>	<u>USAF</u>
	<u>NATO</u>
<u>JET</u> <u>CURRENCY</u>	<u>USAF</u>
<u>COURSE T-38</u>	<u>ANG</u>
	<u>AFRES</u>
<u>MED</u> <u>OFFICER FLT</u> <u>FAM TNG T-</u> <u>37</u>	<u>USAF</u>

Air Force navigator training syllabi with service components trained.

<u>Syllabus of Training</u>	
<u>SUNT Core</u> <u>Sys</u> <u>Off Tng</u>	<u>USAF</u>
	<u>ANG</u>
	<u>FMS</u>
<u>SUNT Core</u> <u>Topoff Tng</u>	<u>USAF</u>
	<u>ANG</u>
<u>SUNT Core</u> <u>Nav</u> <u>Tng</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
	<u>FMS</u>
<u>SUNT Core</u> <u>EWO Tng</u>	<u>USAF</u>
	<u>ANG</u>
	<u>AFRES</u>
	<u>USMC</u>
<u>SUNT Core</u> <u>EWO +</u> <u>Topoff</u>	<u>USAF</u>
	<u>ANG</u>
<u>Interservice</u> <u>UNT</u>	<u>USN</u>
	<u>FMS</u>
	<u>NOAA</u>
<u>USMC UNT</u>	<u>USMC</u>
<u>EWO Tng</u> <u>CAF</u>	<u>USAF</u>
<u>Nav Instr Tng</u> <u>T-43</u>	<u>USAF</u>
	<u>USN</u>
<u>Intro to Ftr</u> <u>Fundamentals</u> <u>WSO</u> <u>AT-38</u>	<u>USAF</u>
	<u>ANG</u>
	<u>FMS</u>
<u>IFF Instr</u> <u>WSO Tng</u> <u>AT-38</u>	<u>USAF</u>

Air Force pilot training syllabi with levels of training and types of aircraft used.

<u>Syllabus</u>	<u>Level of Tng</u>	<u>Aircraft</u>
<u>Screening</u>	<u>Accession</u>	<u>T-3A, T-41</u>
<u>UPT</u>	<u>Primary</u>	<u>T-37</u>
	<u>Advanced</u>	<u>T-38</u>
<u>SUPT</u>	<u>Primary</u>	<u>T-37</u>
		<u>JPATS</u>
	<u>Advanced BF</u>	<u>T-38</u>
	<u>Advanced AT</u>	<u>T-1A</u>
	<u>Advanced Helo</u>	<u>UH-1</u>
<u>ENJJPT</u>	<u>Primary</u>	<u>T-37</u>
		<u>JPATS</u>
	<u>Advanced</u>	<u>T-38</u>
<u>Banked Req</u>	<u>Graduate</u>	<u>T-38</u>
<u>Banked Req</u>	<u>Graduate</u>	<u>T-1A</u>
<u>Fixed Wing Qual</u>	<u>Grad Phase 2</u>	<u>T-37</u>
	<u>Phase 3 or</u>	<u>T-1</u>
	<u>Phase 3</u>	<u>T-38</u>
<u>Rotary Wing Qual</u>	<u>Graduate</u>	<u>UH-1</u>
<u>Aviation Ldrshp Pgm</u>	<u>Primary</u>	<u>T-37</u>
<u>Adv Tng Pgm</u>	<u>Advanced</u>	<u>T-38</u>
<u>IFF</u>	<u>Graduate</u>	<u>AT-38</u>
<u>IBF</u>	<u>Graduate</u>	<u>T-1A Sims Only</u>
<u>T-43 Pilot Tng</u>	<u>Graduate</u>	<u>T-43</u>
<u>PIT T-37</u>	<u>Graduate</u>	<u>T-37</u>
<u>PIT T-38</u>	<u>Graduate</u>	<u>T-38</u>
<u>PIT T-1A</u>	<u>Graduate</u>	<u>T-1A</u>
<u>T-1A Transition</u>	<u>Graduate</u>	<u>T-1A</u>
<u>IFF PIT</u>	<u>Graduate</u>	<u>AT-38</u>
<u>ENJJPT T -37 PIT</u>	<u>Graduate</u>	<u>T-37</u>
<u>ENJJPT T-38 PIT</u>	<u>Graduate</u>	<u>T-38</u>
<u>Jet Currency Course</u>	<u>Graduate</u>	<u>T-38</u>
<u>Med Off Flt Fam Tng</u>	<u>Graduate</u>	<u>T-37</u>

Air Force navigator syllabi of training with levels of training and types of aircraft used.

<u>Syllabus</u>	<u>Level of Tng</u>	<u>Aircraft</u>
<u>SUNT SO Tng</u>	<u>Primary</u>	<u>T-43</u>
	<u>Advanced</u>	<u>T-38</u>
<u>SUNT Topoff Tng</u>	<u>Advanced</u>	<u>T-37</u>
<u>SUNT Nav Tng</u>	<u>Primary</u>	<u>T-43</u>
	<u>Advanced</u>	<u>T-43</u>
<u>SUNT EWO Tng</u>	<u>Primary</u>	<u>T-37/T-43</u>
	<u>Advanced</u>	<u>T-43</u>
<u>SUNT EWO Topoff</u>	<u>Advanced</u>	<u>T-37</u>
<u>Interservice UNT</u>	<u>Advanced</u>	<u>T-43</u>
<u>USMC UNT</u>	<u>Primary</u>	<u>T-43</u>
<u>EWO Tng CAF</u>	<u>Advanced</u>	<u>T-43</u>
<u>Nav Instr Tng</u>	<u>Graduate</u>	<u>T-43</u>
<u>IFF WSO</u>	<u>Graduate</u>	<u>AT-38</u>
<u>IFF WSO Instr Tng</u>	<u>Graduate</u>	<u>AT-38</u>

Air Force list of aircraft used in undergraduate pilot and navigator training.

<u>T-37</u>
<u>JPATS</u>
<u>T-38</u>
<u>T-1A</u>
<u>AT-38</u>
<u>T-43</u>
<u>UH-1</u>

Appendix 1 cArmy pilot training syllabi with levels of training and types of aircraft used.

<u>Syllabus</u>	<u>Level of Tng</u>	<u>Aircraft</u>
<u>IERW</u> -	<u>Primary</u>	<u>UH-1/TH-67</u>
	<u>Instruments</u>	<u>UH-1/TH-67</u>
	<u>Track</u>	<u>UH-1/OH-58</u>
<u>Graduate</u>	<u>AQC</u> <u>IPC</u> <u>MOI</u> <u>MTP</u>	<u>AH-64</u>
	<u>AQC</u> <u>IPC</u> <u>MOI</u> <u>MTP</u>	<u>CH-47D</u>
	<u>AQC</u> <u>SUP</u> <u>MOI</u> <u>MTP</u> <u>SUP (M)</u>	<u>OH-58D</u>
	<u>AQC</u> <u>IPC</u> <u>MOI</u> <u>MTP</u>	<u>AH-1</u>
	<u>AQC</u> <u>IPC</u> <u>MOI</u> <u>MTP</u>	<u>UH-60</u>
	<u>IPC</u> <u>MOI</u>	<u>OH-58A/C</u>
	<u>IPC</u> <u>NVG</u> <u>RWART</u> <u>RWIC</u> <u>RWQC</u> <u>RWIFEC</u> <u>MOI (CT)</u> <u>MOI (NVG)</u>	<u>UH-1</u>
	<u>FWMEQC</u> <u>FWIPC</u>	<u>U-21</u>
	<u>AQC</u> <u>FLT</u> <u>Refresher</u>	<u>C-12</u>
<u>Euro/NATO</u>	<u>Primary</u> <u>Instru</u> <u>ADINS</u> <u>ADCON</u> <u>C/S</u>	<u>UH-1</u>
<u>Spanish</u>	<u>RWQC</u> <u>TQO</u> <u>IERW</u> <u>NVG</u> <u>IPC</u>	<u>UH-1</u>

Army pilot training syllabi with service components trained.

<u>IERW</u>	<u>USA</u>
	<u>USAF</u>
	<u>USAF (RWOC)</u>
	<u>SPANISH</u>
	<u>EURO/NATO</u>
	<u>FMS</u>
	<u>OTHER</u>
<u>Graduate</u>	<u>USA</u>
	<u>SPANISH</u>
	<u>EURO/NATO</u>
	<u>FMS</u>
	<u>OTHER</u>

Command: NAS Whiting Field

Data Call Number Nineteen

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME


Signature

Acting
Title

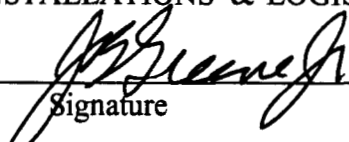
13 MAY 94
Date

CNET
Activity

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

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

J. B. Greene, Jr.
NAME


Signature

Acting
Title

27 May 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

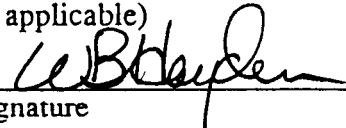
W. B. HAYDEN, RADM, USN

NAME (Please type or print)

Chief of Naval Air Training

Title

Naval Air Training Command
Activity


Signature

9 MAY 94
Date

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN
(CAPACITY)

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

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

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

ACTIVITY COMMANDER

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

R. O. Abshier

NAME

R. O. Abshier

Signature

Commander

Title

5 MAY 94

Date

Training Air Wing FIVE

Activity

Enclosure (4)

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN
(CAPACITY)

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

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

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

ACTIVITY COMMANDER

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

L. K. Tande

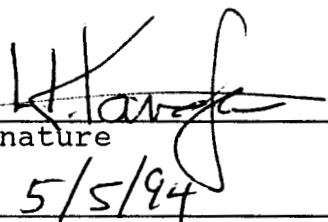
NAME

Commanding Officer

Title

NAS Whiting Field

Activity


Signature

5/5/94
Date

Enclosure (4)

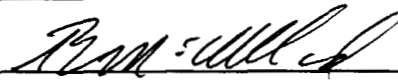
Command: NAS Whiting Field

Data Call Number Nineteen (Revision)

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME


Signature

Acting
Title

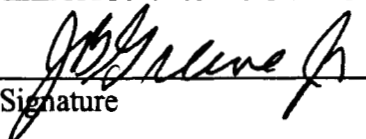
5/19/94
Date

CNET
Activity

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

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

J. B. Greene, Jr.
NAME


Signature

Acting
Title

27 MAY
Date

BRAC-95 DATA CALL 19
NAS WHITING FIELD UIC 60508

REVISIONS OF 5/12/94, PAGES 22 & 23

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

NEXT ECHELON LEVEL (if applicable)

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

W B Hayden
Signature
12 May 94
Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 186a-186k, 187a-187c, 188a-188f, 189a,
189b, 190a, 190b, 191a-191g, 193a, 195a-195l)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN

NAME

PET
Signature

Acting

Title

23 AUG 1994

Date

CNET

Activity

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

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

W. A. EARNER

NAME

W A Earner
Signature

Title

8/27/94
Date

BRAC-95 DATA CALL 19
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 7/11/94, PAGES 175a-175k, 176a-176c, 177a-177f, 178a, 178b, 179a, 179b, 180a-180g, 182a, 184a-184l

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

NEXT ECHELON LEVEL (If applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Chief of Naval Air Training
Title

Naval Air Training Command
Activity

WB Hayden
Signature
9 Aug 94

Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN CHANGE ONE
INFORMATION

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

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ACTIVITY COMMANDER

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

R. O. Abshier

NAME

R. O. Abshier

Signature

Commander

Title

12 Jul 94

Date

Training Air Wing FIVE

Activity

Enclosure (4)

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95 TRAINING AIR STATION
DATA CALL NUMBER NINETEEN CHANGE ONE
INFORMATION

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

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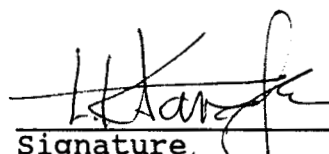
ACTIVITY COMMANDER

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

L. K. Tande
NAME

Commanding Officer
Title

NAS Whiting Field
Activity


Signature

7/12/94
Date

229 R

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages i, ii, iii, 17, 17a, 17b, 191h-191j, 198, and 198a)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

T. W. Wright
Signature

CNET
Title

9-23-94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

W. A. Earner
Signature

Title

10/5/94
Date

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

NEXT ECHELOON LEVEL (if applicable)

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

W B Hayden
Signature

12 SEP 94
Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Signature

Title

Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE TWO
INFORMATION

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

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ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

1 SEP 94
Date

Training Air Wing FIVE
Activity

Enclosure (4)

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE TWO
INFORMATION

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

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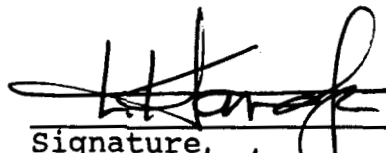
ACTIVITY COMMANDER

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

L. K. Tande
NAME

Commanding Officer
Title

NAS Whiting Field
Activity


Signature
9/1/94
Date

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 186c and 187a)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN

NAME

PET

Signature

Acting

Title

10/3/94

Date

CNET

Activity

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

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

P.W. DRENNON

NAME

P.W. Drennon

Signature

Acting

Title

12 OCT 1994

Date

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC. 60508

CANTRA REVISIONS OF 9/27/94, PAGES 186C & 187A

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)
CHIEF OF NAVAL AIR TRAINING (ACTING)
Title
NAVAL AIR TRAINING COMMAND
Activity

P.R. Statskey
Signature
29 SEP94
Date

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Title

Activity

Signature

Date

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Title

Activity

Signature

Date

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

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

NAME (Please type or print)

Title

Signature

Date

Command: NAS Whiting Field

Data Call Number Nineteen Revisions
(Pages 7, 22, 23, 34, 43, 46, 55, 66, 75, 85, 95,
106, 117, 129, 139, 160, 171, 178, 181, 198a, 204, and 207)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETH
Signature

Acting
Title

10/3/94
Date

CNET
Activity

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

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

P.W. DRENNON
NAME

[Signature]
Signature

Acting
Title

12 OCT 1994
Date

28 SEP RECD

BRAC 95 DATA CALL 19
NAS WHITING FIELD UIC 60508

STATION REVISIONS OF 9/23/94, PAGES 7,22,23,34,43,46,55,66,75,85,95,106,117,129,139,
160,171,178,181,204 & 207

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

NEXT ECHELON LEVEL (if applicable)

P. R. LANIER, CDR, USN
NAME (Please type or print)
CHIEF OF NAVAL AIR TRAINING (ACTING)
Title
NAVAL AIR TRAINING COMMAND
Activity

DR Lanier
Signature

27 SEP 94
Date

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Encl (3)

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE THREE
INFORMATION

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

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ACTIVITY COMMANDER

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

R. O. Abshier
NAME

R. O. Abshier
Signature

Commander
Title

23 Sep 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE THREE
INFORMATION

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

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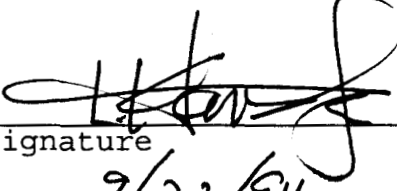
ACTIVITY COMMANDER

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

L. K. Tande
NAME

Commanding Officer
Title

NAS Whiting Field
Activity


Signature
9/23/94
Date

Command: NAS Whiting Field

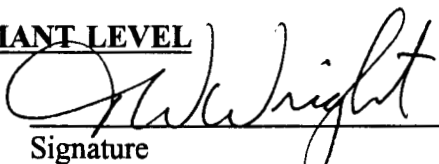
Data Call Number Nineteen Revisions
(Pages 29a and 31a)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT

NAME


Signature

CNET

Title

20 Oct 94
Date

CNET


Activity

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

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

W. A. EARNER , Jr

NAME


Signature

Title

10/27/94
Date

BRAC-95 DATA CALL 19
NAS WHITING FLD UIC 60508
STATION REV 12 OCT 94 PGS 29a, 31a

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

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN

NAME (Please type or print)

CHIEF OF NAVAL AIR TRAINING

Title

NAVAL AIR TRAINING COMMAND

Activity

WB Hayden
Signature

14 Oct 94
Date

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

NAVAL AIR STATION WHITING FIELD
CERTIFICATION OF BRAC 95
DATA CALL NUMBER NINETEEN (CAPACITY), CHANGE FOUR
INFORMATION

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

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ACTIVITY COMMANDER

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

R. O. Abshier
NAME

B. O. Abshier
Signature

Commander
Title

12 OCT 94
Date

Training Air Wing FIVE
Activity

CERTIFICATION OF BRAC 95
JOINT DATA CALL NUMBER NINETEEN, CHANGE FOUR
INFORMATION

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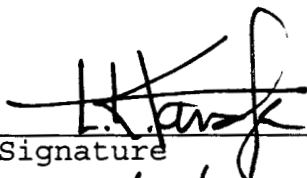
ACTIVITY COMMANDER

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

L. K. Tande
NAME

Commanding Officer
Title

NAS Whiting Field
Activity


Signature
10/12/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

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

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

ACTIVITY COMMANDER

J. R. REVER
NAME (Please type of print)
CAPT. CEC, USN
COMMANDING OFFICER
Title

SOUTHNAVFACENGCOM
Activity


Signature

27 June 1994
Date

Enclosure (1)

BRAC-95 CERTIFICATION

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

YVONNE O. SPRING

NAME (Please type or print)
Housing Management Specialist

bellier.

Yvonne C. Spring
Signature

27 June 1994
Date

Title

Housing Division

Division
Facilities Management Dept.

Department

SOUTHNAVEACENCON

Activity

Enclosure (1)

DATA CALL 63 FAMILY HOUSING DATA

229

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	NAS Whiting Field
Unit Identification Code (UIC):	N60508
Major Claimant:	CNET

Percentage Of Military Families Living on-Base:	34
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
Fy 1996 Family Housing Budget (\$000):	\$282
Total Number of Officer Housing Units:	2
Total Number of Enlisted Housing Units:	70

NOTE: Closure of this UIC may not result in closure of all housing units.

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.


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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

COMMANDER
Title

NAVAL FACILITIES ENGINEERING COMMAND
Activity



Signature
7/20/94
Date

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

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

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

Title


Signature

7/25/94
Date

229
R

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:		WHITING FLD FL NAS		
Unit Identification Code (UIC):		N60508		
Major Claimant:		CNET		
Project FY	Project No.	Description	Appn	Project Cost Avoid (\$000)
1998	192	TAXIWAY	MCON	600
1998	223	APPROACH LIGHTING	MCON	1,600
		Sub-Total - 1998		2,200
2000	234	RUNWAYS	MCON	9,500
		Sub-Total - 2000		9,500
2001	193	ACQ CLEAR ZONES OLF HOLLEY	MCON	4,200
		Sub-Total - 2001		4,200
		Grand Total		15,900

BRAC-95 CERTIFICATION

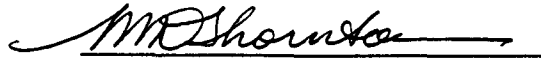
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MICHAEL D. THORNTON

NAME (Please type or print)

CDR, CEC, USN

Title



Signature



Date

MILCON PROGRAMMING DIVISION

Division

NAVAL FACILITIES ENGINEERING COMMAND

Activity


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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

COMMANDER
Title

NAVAL FACILITIES ENGINEERING COMMAND
Activity


Signature
12/9/94
Date


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

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

W. A. EARNER

NAME (Please type or print)

Title


Signature
12/17/94
Date