

UNITED STATES MARINE CORPS
Marine Corps Air Station
(Helicopter)
New River, Jacksonville
North Carolina 28545

11000/FEA/jw
204
30 May 1985

From: Commanding Officer, Marine Corps Air Station (Helicopter),
New River
To: Commanding General, Marine Corps Base, Camp Lejeune, North
Carolina 28542 (Attn: Assistant Chief of Staff,
Facilities)

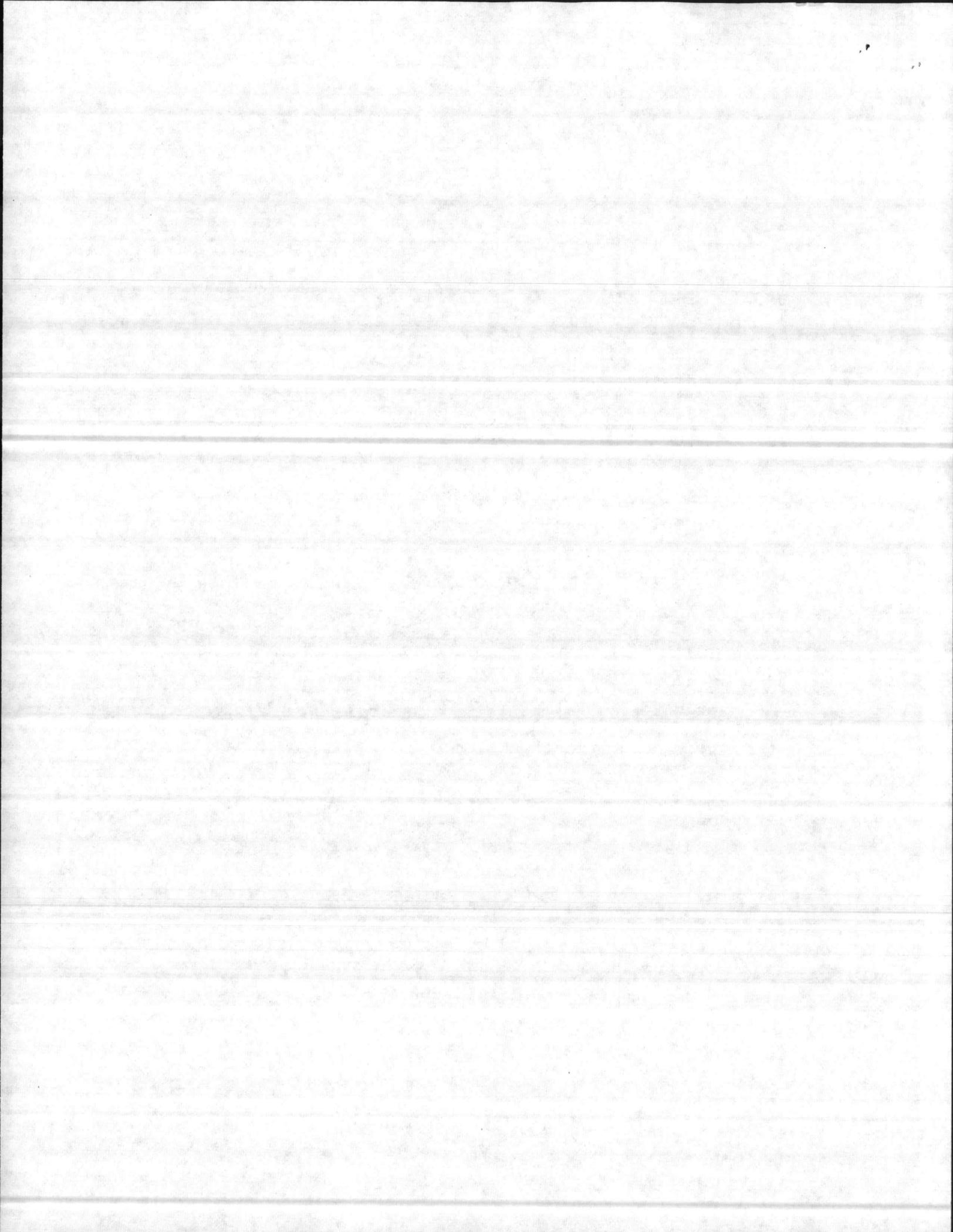
Subj: PUBLIC WORKS ENGINEERING STUDY 81-55

Ref: (a) Public Works Division consolidated Projects Status
Report of 3 May 1985

1. Your assistance is requested to place additional priority on the subject Public Works engineering study (shown on Page 24 of the reference). As can be noted, the study has been "in the works" for approximately four years. This appears to have been more than ample time to have resolved all questions.
2. The purpose of the engineering study was to provide an alternative to the more than 50 window air conditioners currently in use at AS-504. It was envisioned that a repair project would have been implemented by now to install a central system with its resultant savings occasioned through more efficient operation and remote control. We are concerned that the project after all this time has not proceeded beyond the study stage.
3. Upon resolution, we propose that Base Maintenance develop a repair project to upgrade the current system. That project should be coordinated, if feasible, with current ongoing planning to block off windows in AS-504.
4. Point of contact for further information is Mr. F. E. Acosta at extension 6068.

R. S. MURRAY
By direction

Copy to:
BMO (Assistant BMO & Utilities Monitoring Engineer)
PWO





UNITED STATES MARINE CORPS
MARINE CORPS AIR BASES, EASTERN AREA
CHERRY POINT, NORTH CAROLINA 28533

LF-mlk/ALA
11000

FIRST ENDORSEMENT on Comdr, NavAvnLogCtr, PAXRIV, MD 1tr 3312/11010/10183
of 14 March 1983

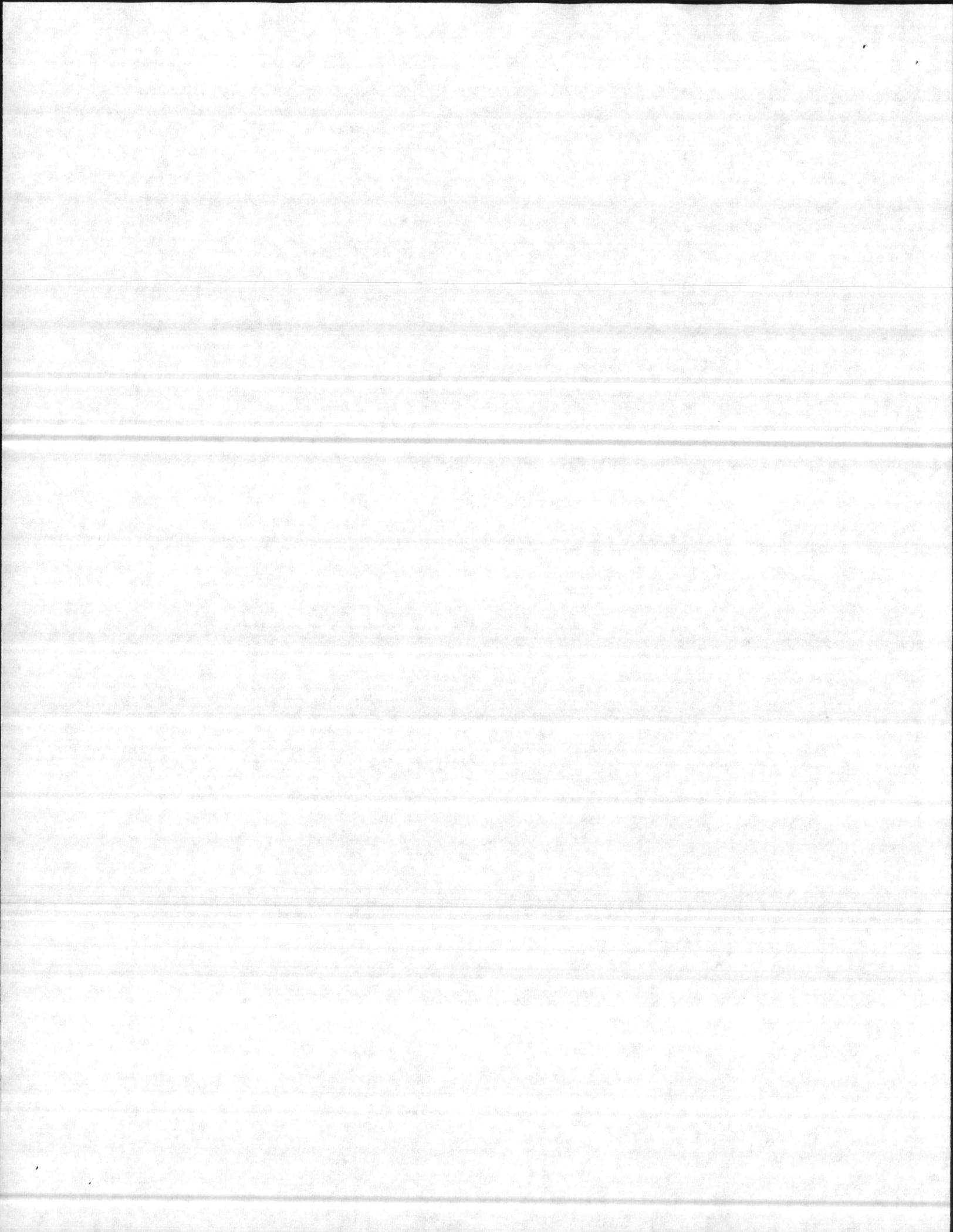
From: Commander
To: Commanding Officer, Marine Corps Air Station (Helicopter), New River,
Jacksonville, North Carolina 28545

Subj: Aircraft Maintenance Facility Survey Team Program

1. Forwarded for appropriate action.


A. L. AMIDON
By direction

Copy to:
Comdr, NavAvnLogCtr, PAXRIV, MD





DEPARTMENT OF THE NAVY
NAVAL AVIATION LOGISTICS CENTER
PATUXENT RIVER, MARYLAND 20670

IN REPLY REFER TO
3312/11010/10183
14 March 1983

From: Commander, Naval Aviation Logistics Center,
Patuxent River, Maryland 20670
To: Commanding Officer, Marine Corps Air Station (Helicopter),
New River, Jacksonville, North Carolina 28545
Via: Commander, Marine Corps Air Bases, Eastern Area (LF),
Marine Corps Air Station, Cherry Point, North Carolina 28533
Subj: Aircraft Maintenance Facility Survey Team Program

Ref: (a) COMNAVAIRLANT Norfolk spdltr 532C1/8564 of 26 Aug 82
(b) NAVAVNLOGCEN ltr 3312/11010/10973 of 23 Sep 82
(c) NAVFAC P-80 "Facilities Planning Factor Criteria for Navy and
Marine Corps Shore Installations"
(d) NAVFAC P-272 "Definitive Designs for Naval Shore Facilities"

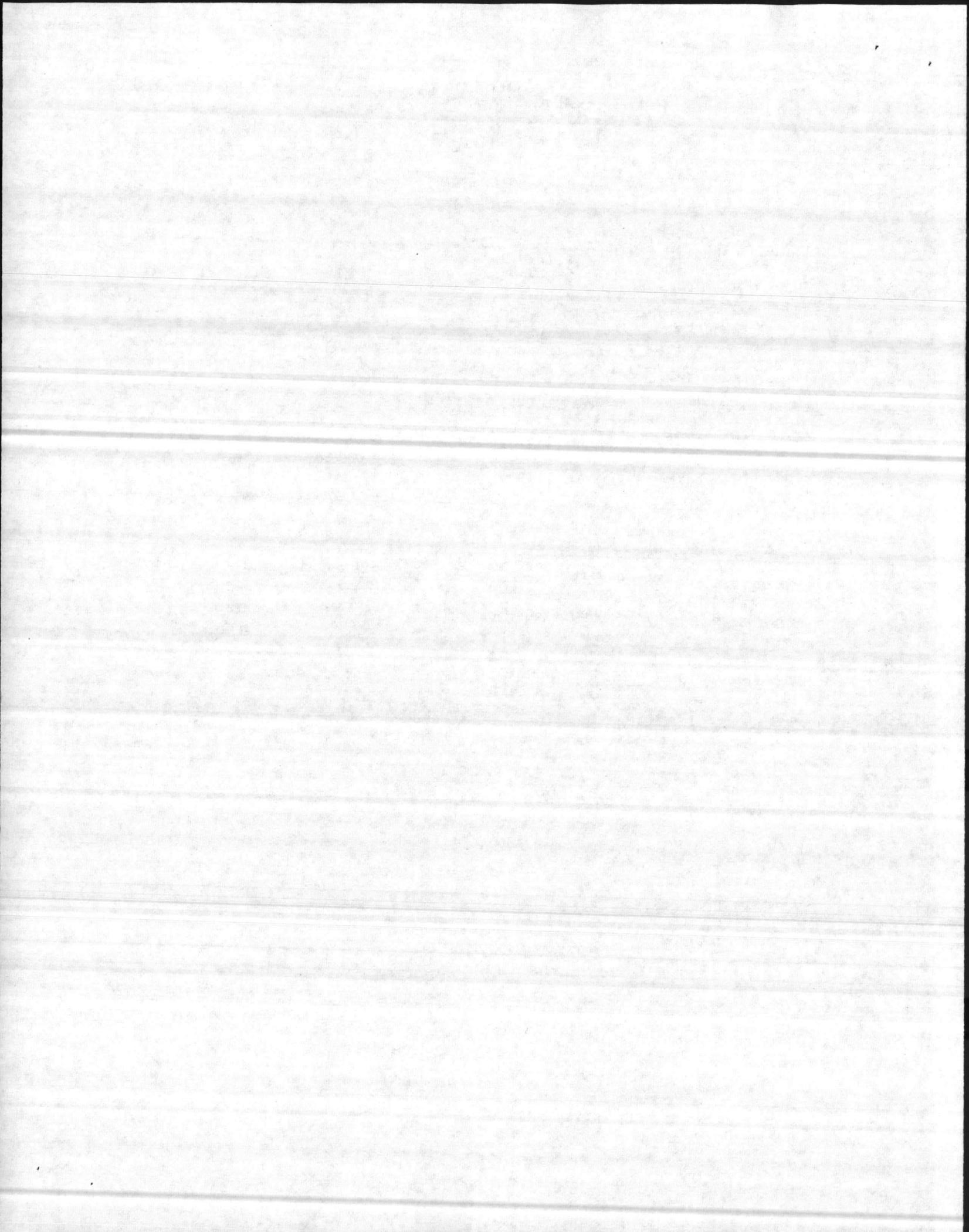
Encl: (1) FACSTEAM Report

1. An on-site facility survey was conducted at MCAS (H) New River, North Carolina as requested by reference (a) and scheduled by reference (b) from 16-30 December 1982. Reference (c) provided the sizing criteria and reference (d) provided the definitive designs for the Aircraft Maintenance Facility Survey Team (FACSTEAM) Report.

2. The FACSTEAM results are provided to assist MCAS (H) New River in its long-range planning and implementation of consolidated Aviation Maintenance Facilities. The comments and recommendations resulting from the survey are defined in enclosure (1).

R. Callicott
R. CALLICOTT
By direction

Copy to:
COMNAVAIR (AIR-4106)
CMC (LFF-1)
COMNAVAIRLANT
CG FMFLANT
CG 2ND MAW (G-4)
MCAS (H) NEW RIVER (S-4) (AMO, MAG-26) (AMO, MAG-29)



AIRCRAFT MAINTENANCE

FACILITY SURVEY TEAM

REPORT

MCAS(H) NEW RIVER NC



16-30 DECEMBER 1982

FACSTEAM

ENCLOSURE (1)

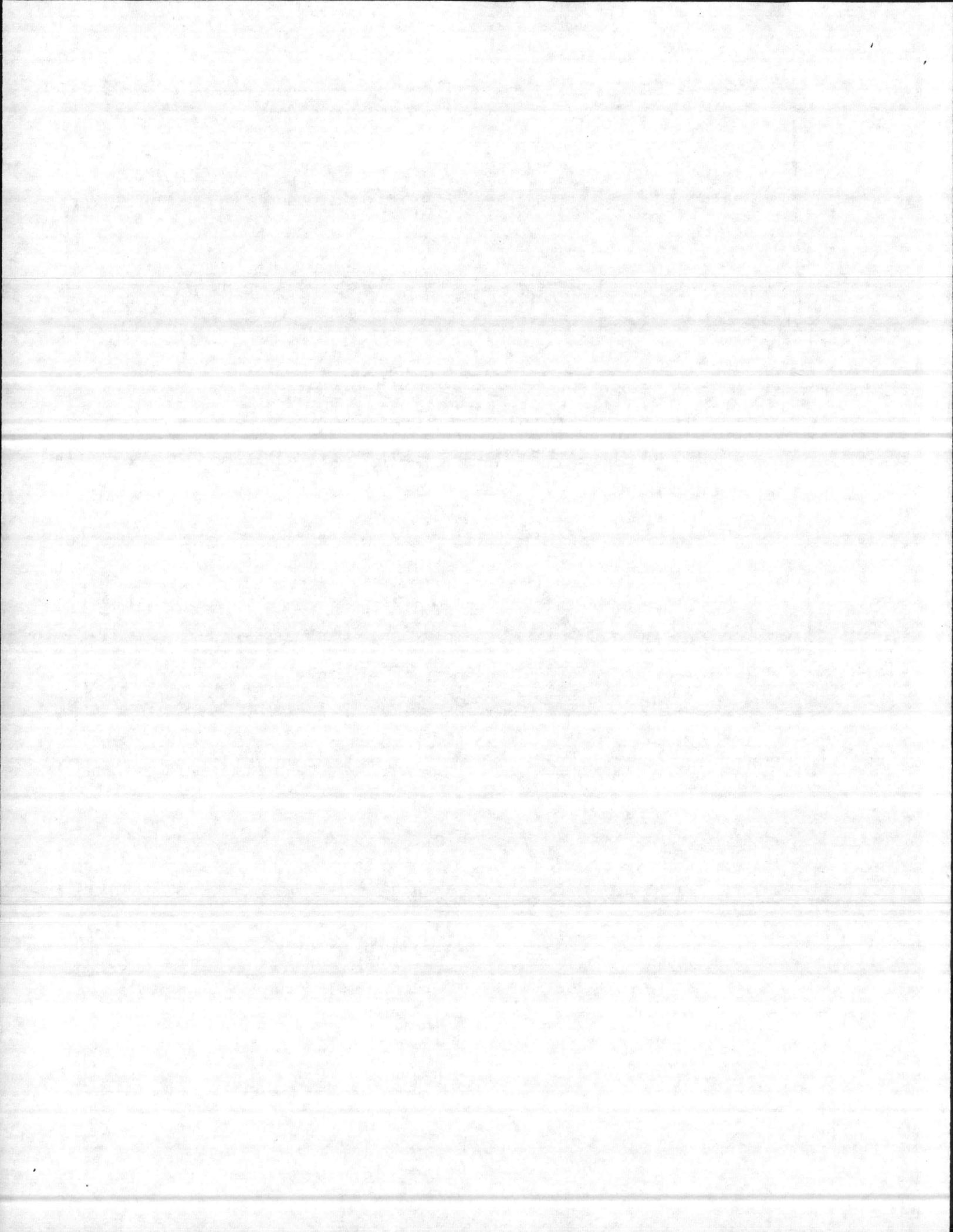


TABLE OF CONTENTS

<u>TITLE</u>	<u>PAGE</u>
Request for On-Site Assistance: COMNAVAIRLANT Norfolk VA spdltr 532C1/8564 of 26 Aug 82	ii
I. BACKGROUND	1
II. PURPOSE AND SCOPE	1
III. FACILITY ALLOWANCE SUMMARY	1
IV. FACILITY SURVEY COMMENTS, PROBLEMS AND RECOMMENDATIONS	4
V. GENERAL COMMENTS	11
VI. CONCLUSIONS	11

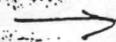
OPNAV 5216/145 (Rev. 3-78)
USE FOR URGENT
LETTERS, ONLY

Naval Speedletter

DO NOT CLEAR THROUGH
COMMUNICATIONS OFFICE

CHECK TYPE OF MAIL		CLASSIFICATION
<input type="checkbox"/> REGULAR	<input type="checkbox"/> REGISTERED	30 AUG 1982
<input type="checkbox"/> AIR	<input type="checkbox"/> CERTIFIED	
<input type="checkbox"/> SPECIAL DELIVERY		
IN REPLY REFER TO		ADDRESS & PHONE NO.
Ser 532C1/		8564

- INSTRUCTIONS
1. Message type phrasenology is permissible.
 2. Both addresses must be appropriate for window envelope or bulk mailing, as intended. Include attention codes, when known. Use dots and brackets as guides for window envelope addresses.
 3. Give priority to processing, routing, and action required. Avoid time-consuming controls.
 4. In order to speed processing, a readily identifiable, special window envelope, OPNAV 5216/145A, Speedletter Envelope, is provided for unclassified speedletters where bulk mailing is not used. Other window envelopes also may be used. In bulk mail, speedletters should be placed on top of regular correspondence.

To:  Commander
 Naval Aviation Logistics Center (Code 3312)
 Naval Air Station
 Patuxent River, MD 20670

Fold STANDARD REFERENCES AND ENCLOSURES, IF ANY; TEXT AND SIGNATURE BLOCK

Subj: Aircraft Maintenance Facility Survey (FACSTEAM) Program

- Ref:
- (a) NAVAVNLOGCEN Patuxent River MD 201241Z Jul 1982 (NOTAL)
 - (b) NAS Cecil Field FL 031753Z Aug 1982 (NOTAL)
 - (c) NAS Norfolk VA 061345Z Aug 1982 (NOTAL)
 - (d) NAS Guantanamo Bay Cuba 111958Z Aug 1982 (NOTAL)
 - (e) MCAS H New River NC 101714Z Aug 1982 (NOTAL)
 - (f) CG MCAS Cherry Pt NC 111046Z Aug 1982 (NOTAL)
 - (g) NAS Oceana VA 161338Z Aug 1982 (NOTAL)

1. In response to reference (a), the following FACSTEAM surveys are requested for Atlantic Fleet activities during FY 83:
 - a. Pri 1. Naval Air Station, Cecil Field for projects listed in reference (b).
 - b. Pri 2. Naval Air Station, Norfolk for projects listed in reference (c) and review Commander Naval Air Force, U. S. Atlantic Fleet SE Pool facilities at Building SP-98.
 - c. Pri 3. U. S. Naval Air Station, Guantanamo Bay Aircraft Intermediate Maintenance Department and organizational maintenance spaces as requested by reference (d).

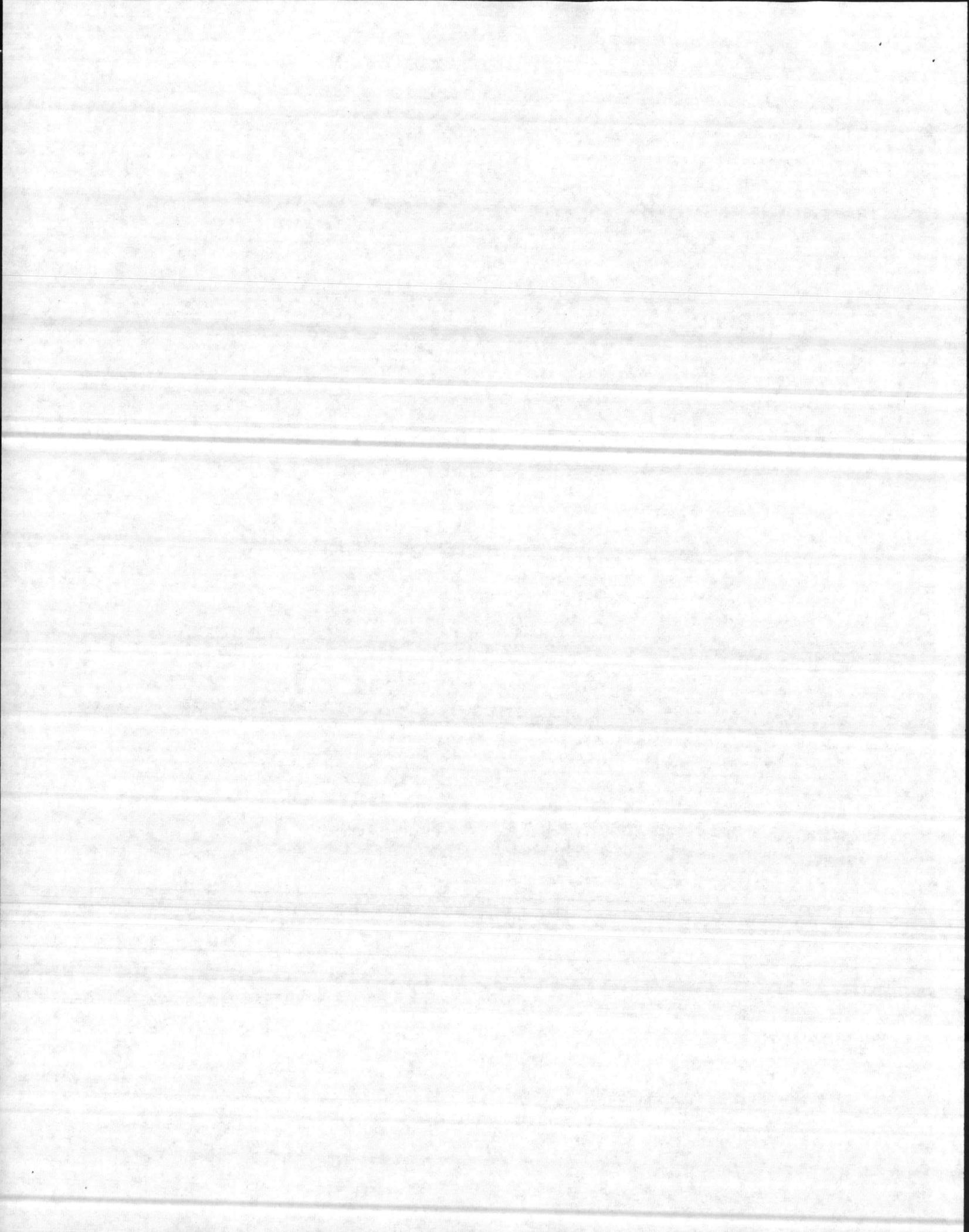
Fold

COPY TO

Com: Commander Naval Air Force
 U. S. Atlantic Fleet
 Norfolk, VA 23511

← ADDRESS REPLY AS
 SHOWN AT LEFT; OR, RE-
 PLY HEREON AND RETURN

CLASSIFICATION



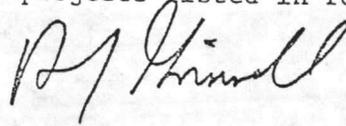
532C1

Subj: Aircraft Maintenance Facility Survey (FACSTEAM) Program

d. Pri 4. Marine Corps Air Station (Helicopter), New River for projects listed in reference (e).

e. Pri 5. Marine Corps Air Station, Cherry Point for projects listed in reference (f).

f. Pri 6. Naval Air Station, Oceana for projects listed in reference (g).



R. J. GRINNELL
BY DIRECTION

Copy to:

COMNAVAIRSYSCOM (AIR-4106)

CG FMFLANT

CG SECOND MAW

CG MCAS Cherry Pt

CG MCAS H New River

COMCABEAST

COMFAIRMED

COMNAVBASE Norfolk

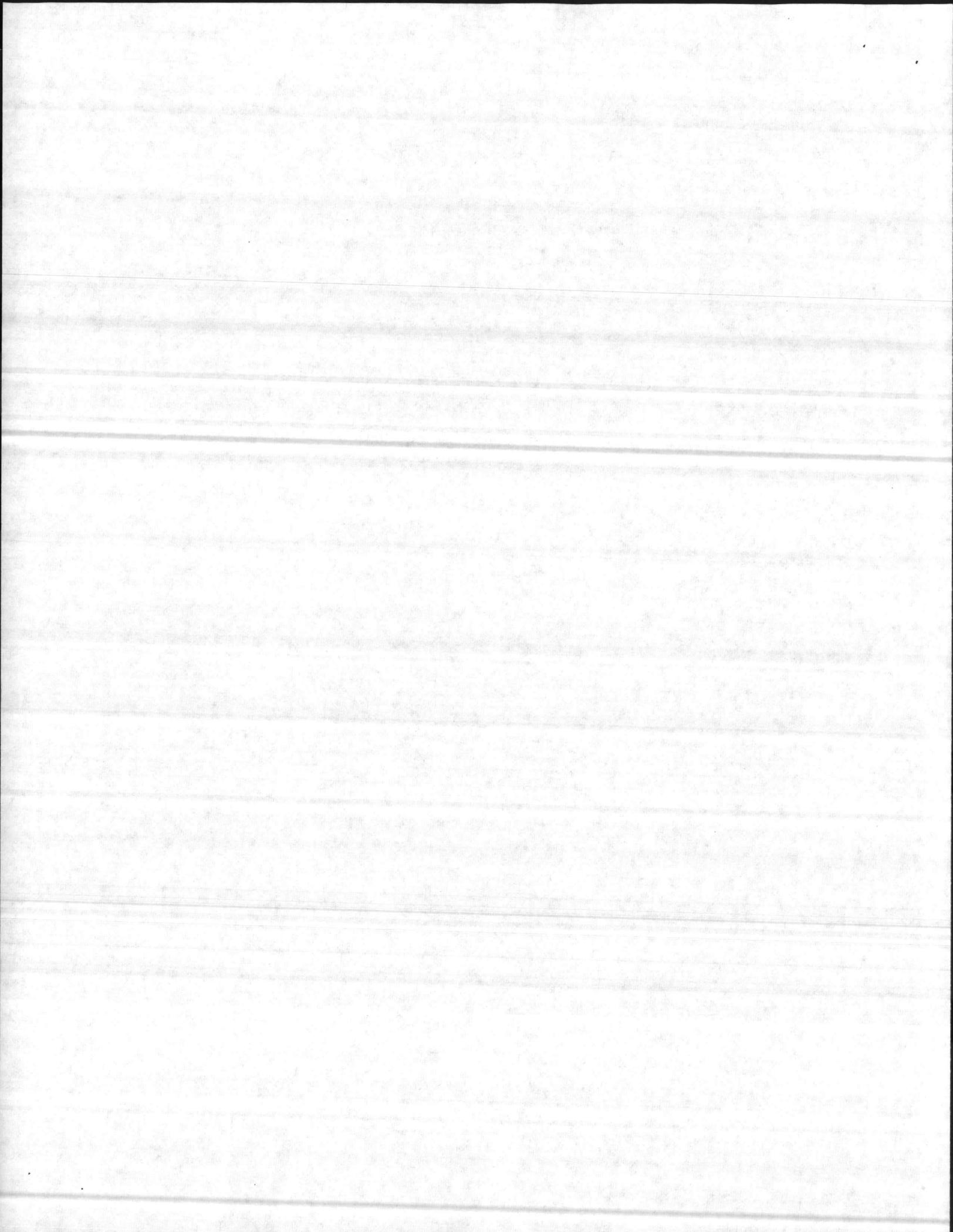
CO NAS Cecil Field (AIMD)

CO USNAS Guantanamo Bay (AIMD)

CO USNAVSTA Keflavik (AIMD)

CO NAS Norfolk (AIMD)

CO NAS Oceana (AIMD)



I. BACKGROUND

At the request of COMNAVAIRLANT, Norfolk, Virginia, an on-site Aircraft Maintenance Facility Survey was conducted from 16-30 December 1982 to review current maintenance facilities and provide assistance in future maintenance consolidation, utilization and development at MCAS (H) New River, North Carolina.

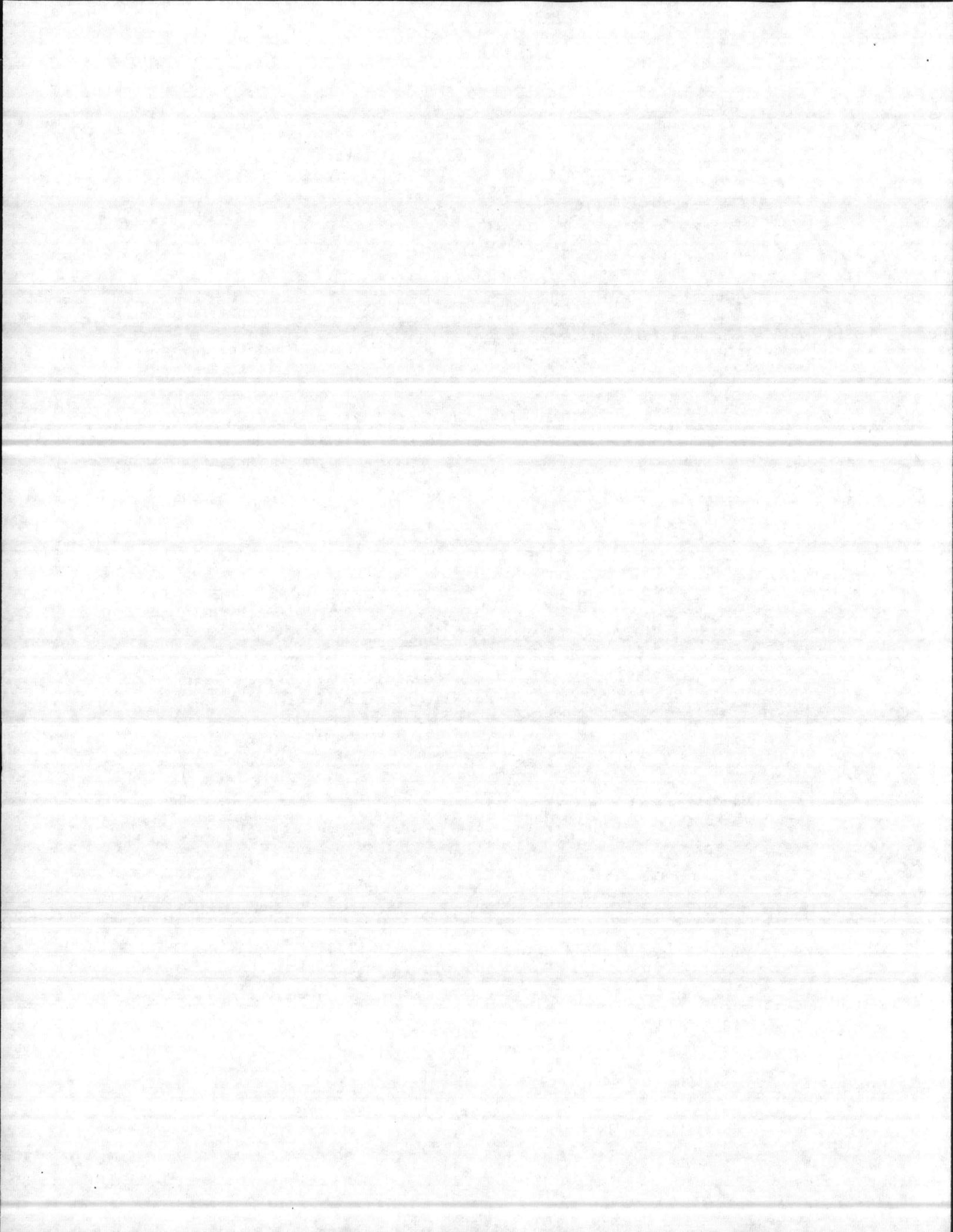
II. PURPOSE AND SCOPE

The on-site survey was conducted to determine the adequacy/inadequacy of existing Aircraft Maintenance Facilities, to provide facility planning criteria compatible with the present/projected baseloading, and develop a facilities utilization plan for the Aircraft Maintenance Facilities at MCAS (H) New River, North Carolina.

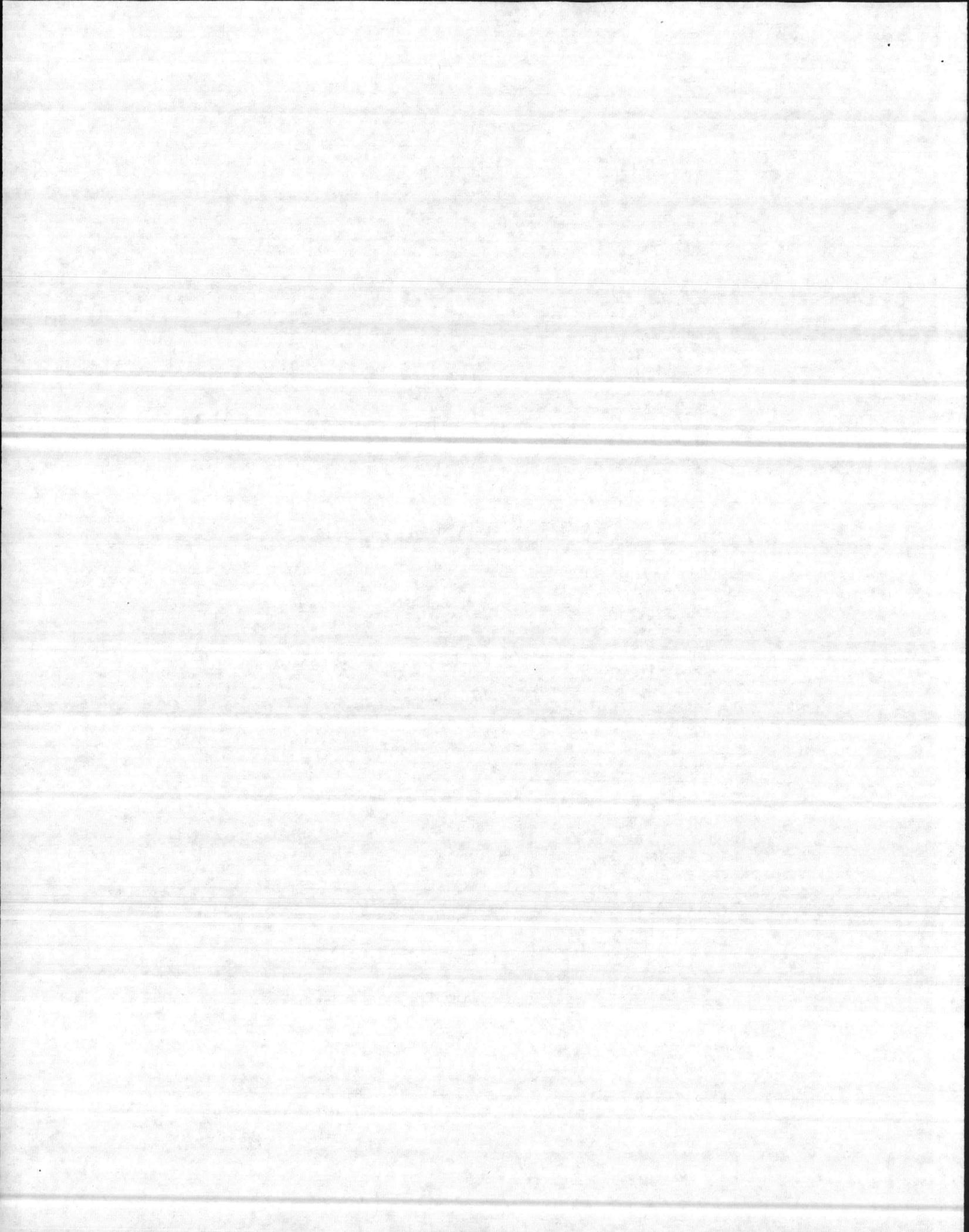
Facilities for the maintenance and repair of Navy and Marine Corps Aircraft and related spares, including airframes, aircraft engines, aircraft weapons systems, and other related aircraft equipment are planned in accordance with maintenance functions and levels as authorized by the Chief of Naval Operations (CNO). Maintenance classifications are defined in OPNAVINST 4790.2B and are the basis for the Naval Aircraft Maintenance Program (NAMP).

III. FACILITY SPACE SUMMARY

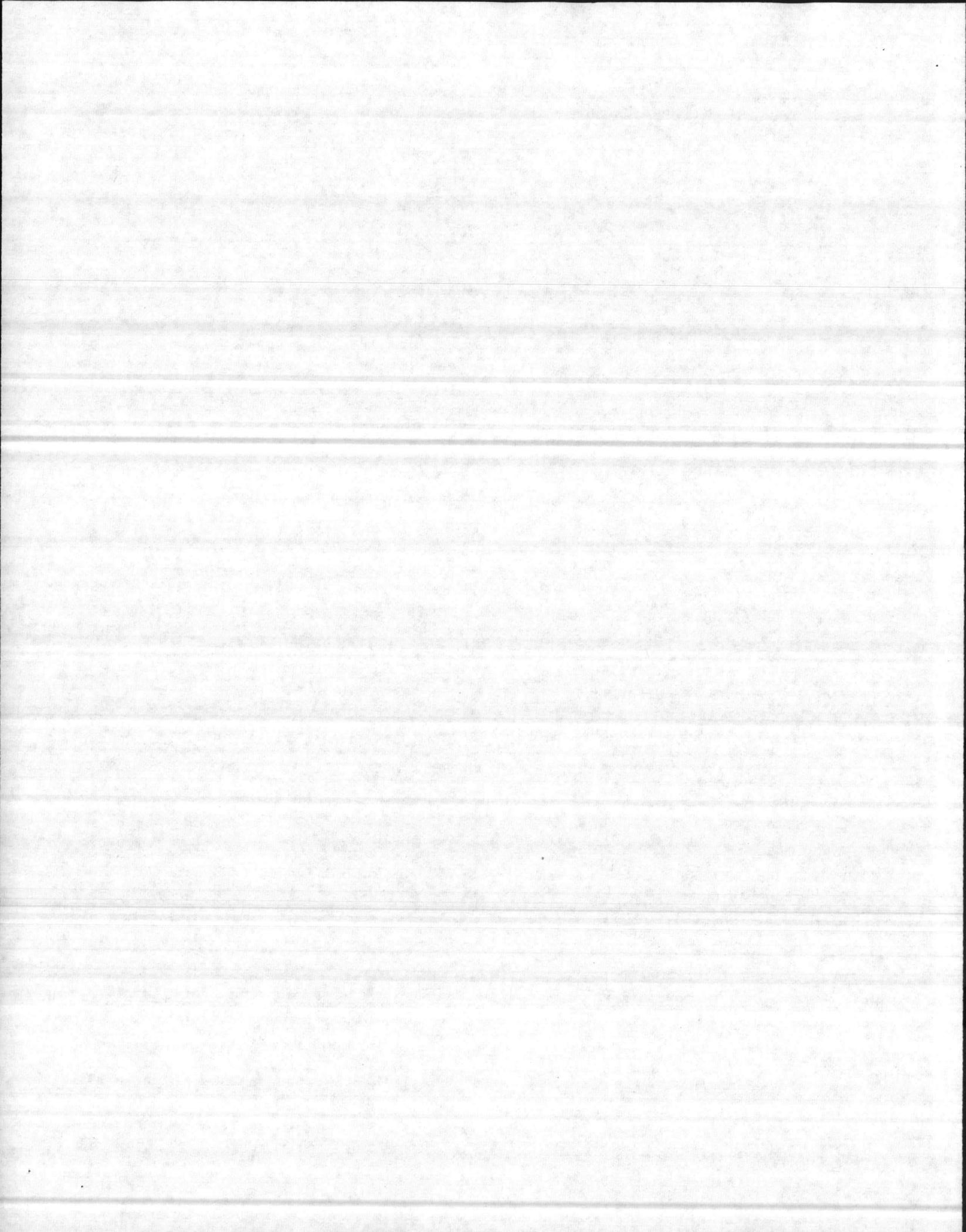
There are two Marine Air Groups (MAGs) at MCAS (H) New River, both of which are comprised of several squadrons of aircraft plus a Headquarters and Maintenance Squadron (H&MS). The future squadron realignment and resizing was utilized to compute Basic Facility Requirements and determine whether existing facilities will be in excess or deficit of SF. Some squadrons in each MAG are deployed at all times and rotate in and out. It is planned for incoming squadrons to occupy space vacated by outgoing squadrons. This will result in a squadron from one MAG occupying space controlled by the other MAG. For this reason each hangar has been designated to house a certain quantity and type of squadron. Squadron numbers are thus omitted. The Facility Space Summary will reflect the planned quantity and type of squadron for each hangar, the quantity of SF available to these squadrons, and excess or deficit SF that will exist.



<u>CATEGORY</u> <u>CODE</u>	<u>FACILITY</u>	<u>PRESENT/ PROJECTED REQUIRED SE</u>	<u>ACTUAL/ MEASURED SF</u>	<u>EXCESS/ DEFICIT SF</u>
211-05	MAINTENANCE HANGAR-OH MCAS (H) TOTAL	298,128SF	209,670SF	-88,458SF
	MAG-26	159,744SF	115,184SF	-45,560SF
	BLDG AS-515			
	HML SQUADRON	19,968SF	13,120SF	- 6,848SF
	HMM SQUADRON	19,968SF	13,120SF	- 6,848SF
	HMM SQUADRON	19,968SF	13,120SF	- 6,848SF
	HMM SQUADRON	19,968SF	13,120SF	- 6,848SF
	BLDG AS-504			
	HMH SQUADRON	19,968SF	12,261SF	- 7,707SF
	HMH SQUADRON	19,968SF	12,261SF	- 7,707SF
	HMT SQUADRON	19,968SF	12,262SF	- 7,706SF
	BLDG AS-518			
	H&MS SQUADRON	19,968SF	25,920SF	+ 5,952SF
	MAG-29	138,384SF	94,486SF	-43,898SF
	BLDG AS-4108			
	HML SQUADRON	19,968SF	15,146SF	- 4,822SF
	VMO SQUADRON	29,952SF	15,146SF	-14,806SF
	HMH SQUADRON	19,968SF	15,147SF	- 4,821SF
	HMH SQUADRON	19,968SF	15,147SF	- 4,821SF
	BLDG AS-4100			
	HMH SQUADRON	28,560SF	19,500SF	- 9,060SF
	BLDG AS-4106			
	H&MS SQUADRON	19,968SF	14,400SF	- 5,568SF
211-06	MAINTENANCE HANGAR-01 MCAS (H) TOTAL	135,305SF	112,546SF	-22,759SF
	MAG-26	77,680SF	68,944SF	- 8,736SF
	BLDG AS-515			
	HML SQUADRON	8,690SF	4,815SF	- 3,875SF
	HMM SQUADRON	8,690SF	4,815SF	- 3,875SF
	HMM SQUADRON	8,690SF	4,815SF	- 3,875SF
	HMM SQUADRON	8,690SF	4,815SF	- 3,875SF
	BLDG AS-504			
	HMH SQUADRON	8,690SF	12,000SF	+ 3,310SF
	HMH SQUADRON	8,690SF	9,900SF	+ 1,210SF
	HMT SQUADRON	11,225SF	12,000SF	+ 775SF
	BLDG AS-518			
	H&MS SQUADRON	14,315SF	15,784SF	+ 1,469SF
	MAG-29	57,625SF	43,602SF	- 14,023SF
	BLDG AS-4108			
	HML SQUADRON	8,690SF	7,340SF	- 1,350SF
	VMO SQUADRON	8,690SF	6,180SF	- 2,510SF
	HMH SQUADRON	8,690SF	4,940SF	- 3,750SF



	HMH SQUADRON	8,690SF	4,940SF	- 3,750SF
	BLDG AS-4100			
	HMH SQUADRON	12,050SF	9,760SF	- 2,290SF
	BLDG AS-4106			
	H&MS SQUADRON	10,815SF	10,442SF	- 373SF
211-07	MAINTENANCE HANGAR-02			
	MCAS (H) TOTAL	126,885SF	87,500SF	- 39,355SF
	MAG-26			
	BLDG AS-515	71,655SF	52,340SF	- 19,315SF
	HML SQUADRON			
	HMM SQUADRON	8,640SF	4,815SF	- 3,825SF
	HMM SQUADRON	8,640SF	4,815SF	- 3,825SF
	HMM SQUADRON	8,640SF	4,815SF	- 3,825SF
	BLDG AS-504	8,640SF	4,815SF	- 3,825SF
	HMH SQUADRON			
	HMH SQUADRON	8,640SF	9,225SF	+ 585SF
	HMT SQUADRON	8,640SF	7,500SF	- 1,140SF
	BLDG AS-518	11,175SF	7,275SF	- 3,900SF
	H&MS SQUADRON			
		8,640SF	9,080SF	+ 440SF
	MAG-29			
	BLDG AS-4108	55,200SF	35,160SF	- 20,040SF
	HML SQUADRON			
	VMO SQUADRON	8,640SF	4,940SF	- 3,700SF
	HMH SQUADRON	8,640SF	4,940SF	- 3,700SF
	HMH SQUADRON	8,640SF	5,510SF	- 3,130SF
	BLDG AS-4100	8,640SF	5,510SF	- 3,130SF
	HMH SQUADRON			
	BLDG AS-4106	12,000SF	8,640SF	- 3,360SF
	H&MS SQUADRON			
		8,640SF	5,620SF	- 3,020SF
211-21	ENGINE MAINTENANCE SHOP			
	MCAS (H) TOTAL	34,707SF	28,551SF	- 6,156SF
	MAG-26			
	H&MS SQUADRON	16,200SF	16,710SF	+ 510SF
	MAG-29			
	H&MS SQUADRON	18,507SF	11,841SF	- 6,666SF
211-45	AVIONICS SHOP			
	MCAS (H) TOTAL	8,115SF	8,659SF	+ 544SF
	MAG-26			
	H&MS SQUADRON	5,568SF	5,351SF	- 217SF
	MAG-29			
	H&MS SQUADRON	2,547SF	3,308SF	+ 761SF
211-54	AVIATION ARMAMENT SHOP			
	MCAS (H) TOTAL	13,900SF	4,775SF	- 9,125SF



	MAG-26					
	H&MS SQUADRON	4,500SF	1,280SF	-	3,220SF	
	MAG-29					
	H&MS SQUADRON	9,400SF	3,495SF	-	5,905SF	
211-75	PARACHUTE AND SURVIVAL EQUIPMENT SHOP MCAS (H) TOTAL	14,100SF	5,148SF	-	8,952SF	
	MAG-26					
	H&MS SQUADRON	7,800SF	2,928SF	-	4,872SF	
	MAG-29					
	H&MS SQUADRON	6,300SF	2,220SF	-	4,080SF	
218-60	GROUND SUPPORT EQUIPMENT SHOP MCAS (H) TOTAL	18,800SF	12,895SF	-	5,905SF	
	MAG-26					
	H&MS SQUADRON	9,400SF	9,400SF	+	0SF	
	MAG-29					
	H&MS SQUADRON	9,400SF	3,495SF	-	5,905SF	
218-61	GROUND SUPPORT EQUIPMENT HOLDING SHED MCAS (H) TOTAL	29,250SF	14,625SF	-	14,625SF	
	MAG-26					
	H&MS SQUADRON	14,625SF	14,625SF	+	0SF	
	MAG-29					
	H&MS SQUADRON	14,625SF	0SF	-	14,625SF	

IV. FACILITY SURVEY COMMENTS, PROBLEMS, AND RECOMMENDATIONS

1. Facility: Category Code 211-05 Maintenance Hangar - O/H Space

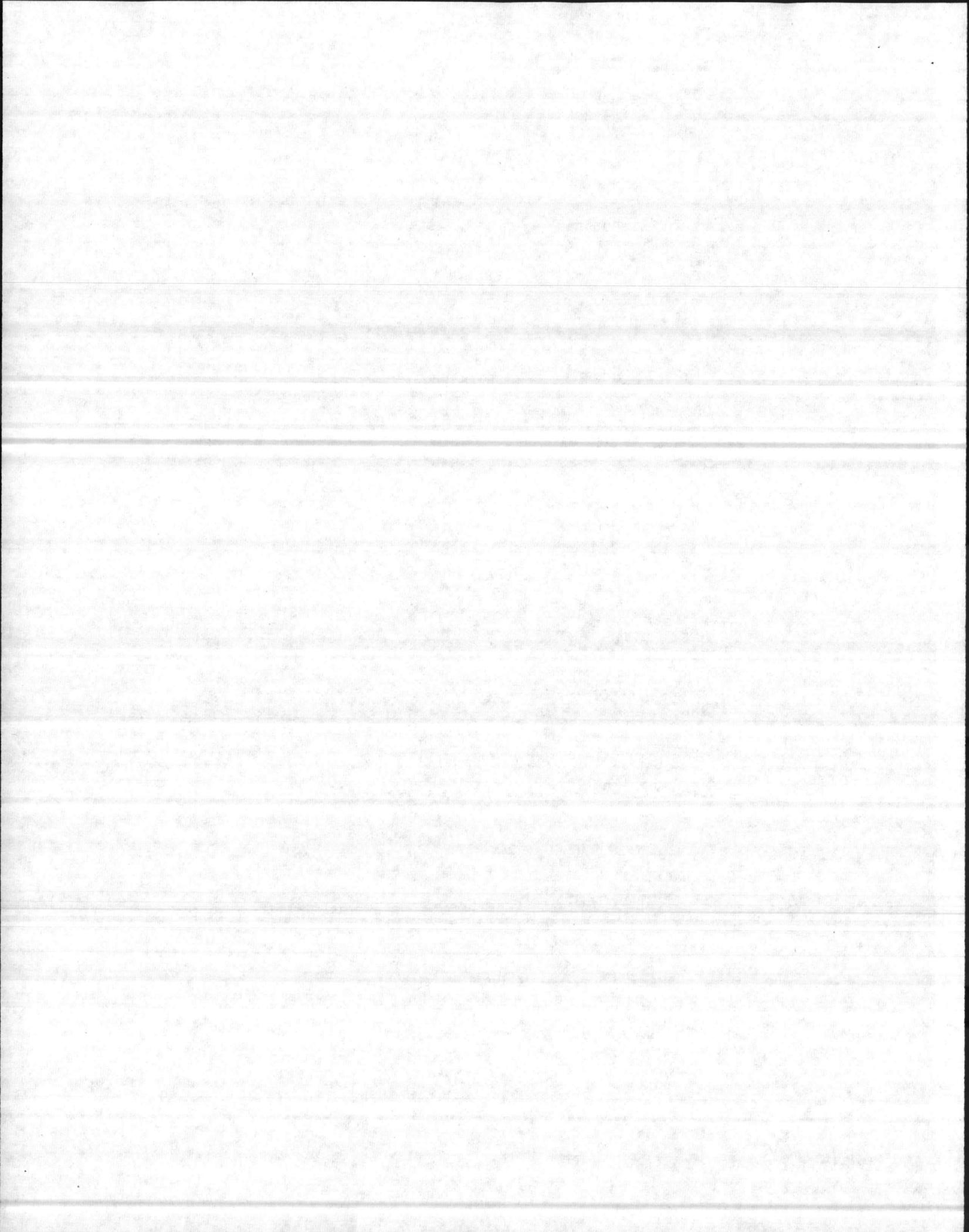
Survey: A. Marine Air Group - 26 (MAG-26)

NAVFAC P-80 criteria indicates a total requirement of 159,744SF to support MAG-26. Buildings AS-515, AS-504, and AS-518 provide a total of 115,184SF which reflects a deficit of 44,560SF.

B. Marine Air Group - 29 (MAG-29)

NAVFAC P-80 criteria indicates a total requirement of 138,384SF to support MAG-29. Buildings AS-4108, AS-4100, and AS-4106 provide 94,486SF which reflects a deficit of 43,898SF.

Problem: Squadron realignment will not change the aircraft numbers and the existing deficit of space for both MAG-26 and MAG-29 will continue



to exist. This deficit causes crowding in all squadrons.

Recommendation: A. MAG-26

The requirement for hangar space in MAG-26 is all for type I. It is recommended that a project be initiated to provide hangar space in the amount of two (2) Type I Modules of 19,968SF each or a total of 39,936SF for MAG-26.

B. MAG-29

One of the HMH squadrons is made up of CH-53E helicopters which requires a Type II Hangar. No Type II Hangar exists on MCAS (H) New River. Recommend a project be initiated to construct a one Module Type II Hangar of 28,560SF. When this hangar is constructed one of the HMH Squadrons or the HML Squadron should move to the vacated Building AS-4100. The space vacated in Building AS-4108 should be given to the VMO Squadron to satisfy their deficit. While the H&MS requires hangar space the 14,400SF existing in Building AS-4106 is deemed as sufficient and no additional construction is recommended. The remaining 9,303SF deficit in Building AS-4108 should be provided as an addition to that building. A project should be initiated to do same.

2. Facility: Category Code 211-06 Maintenance Hangar - 01 Space

Survey: A. MAG-26

NAVFAC P-80 criteria indicates a total requirement of 77,680SF to support MAG-26. Buildings AS-515, AS-504, and AS-518 provide a total of 68,944SF which reflects a deficit of 8,736SF.

B. MAG-29

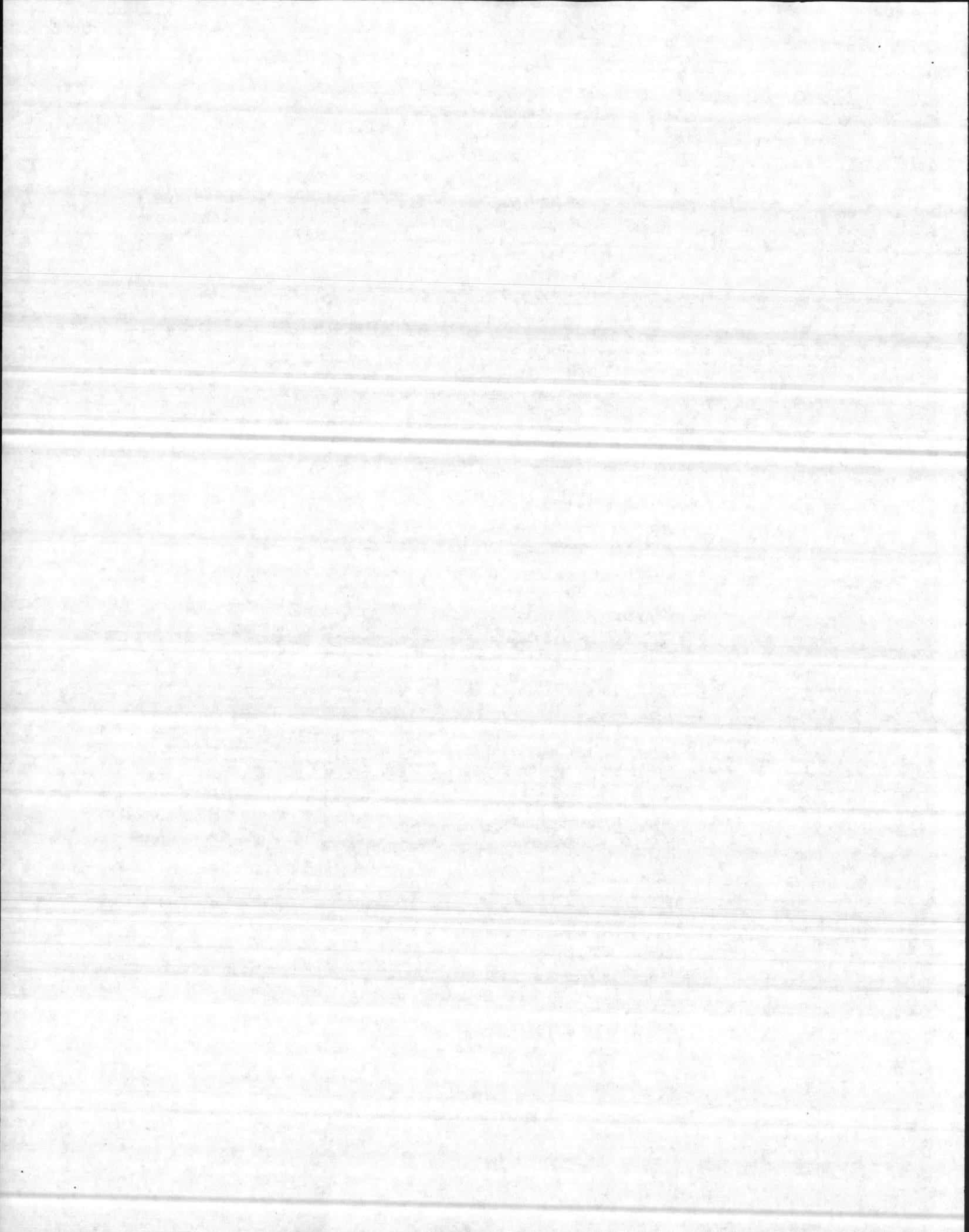
NAVFAC P-80 criteria indicates a total requirement of 57,625SF to support MAG-29. Buildings AS-4108, AS-4100, and AS-4106 provide a total of 43,602SF which reflects a deficit of 14,023SF.

Problem: Squadron realignment will not change the aircraft numbers and the existing deficit of space for both MAG-26 and MAG-29 will continue to exist. This deficit causes crowding in several squadrons.

Recommendation: A. MAG-26

Building AS-504 has excess SF however this excess is not sufficient to house a complete squadron. It is recommended that the squadrons in Building AS-504 retain and utilize the excess SF. Building AS-518 has a small excess however it would not be feasible to give this excess to a squadron. It is recommended that H&MS retain and utilize this excess. The deficit SF is all reflected in Building AS-515. It is recommended that two Type I Crew and Equipment modules of 8,690SF each or 17,380SF be added to project mentioned in Category Code 211-05 above.

B. MAG-29



One of the HMH Squadrons is made up of CH-53E helicopters which require Type II Hangar. No Type II Hangar exists on MCAS (H) New River. Recommend a Type II Crew and Equipment Module of 12,050SF be added to the hangar project mentioned in Category Code 211-05 above. When this module is constructed one of the HMH Squadrons or the HML Squadron in Building AS-4108 should move to Building AS-4100. The space vacated in AS-4108 should be given to the remaining squadrons to partially satisfy their deficits. The remaining 6,420SF deficit in Building AS-4108 should be provided in an addition to that building. Add this requirement to the project mentioned in Category Code 211-05 above for this building.

3. Facility: Category Code 211-07 Maintenance Hangar - 02 Space

Survey: A. MAG-26

NAVFAC P-80 criteria indicates a total requirement of 71,655SF to support MAG-26. Buildings AS-515, AS-504, and AS-518 provide a total of 52,340SF which reflects a deficit of 19,315SF.

B. MAG-29

NAVFAC P-80 criteria indicates a total requirement of 55,200SF to support MAG-29. Buildings AS-4108, AS-4100, and AS-4106 provide a total of 35,160SF which reflects a deficit of 20,040SF.

Problem: Squadron realignment will not change the aircraft numbers and the existing deficit of space for both MAG-26 and MAG-29 will continue to exist. This deficit causes crowding in all squadron areas.

Recommendation: A. MAG-26

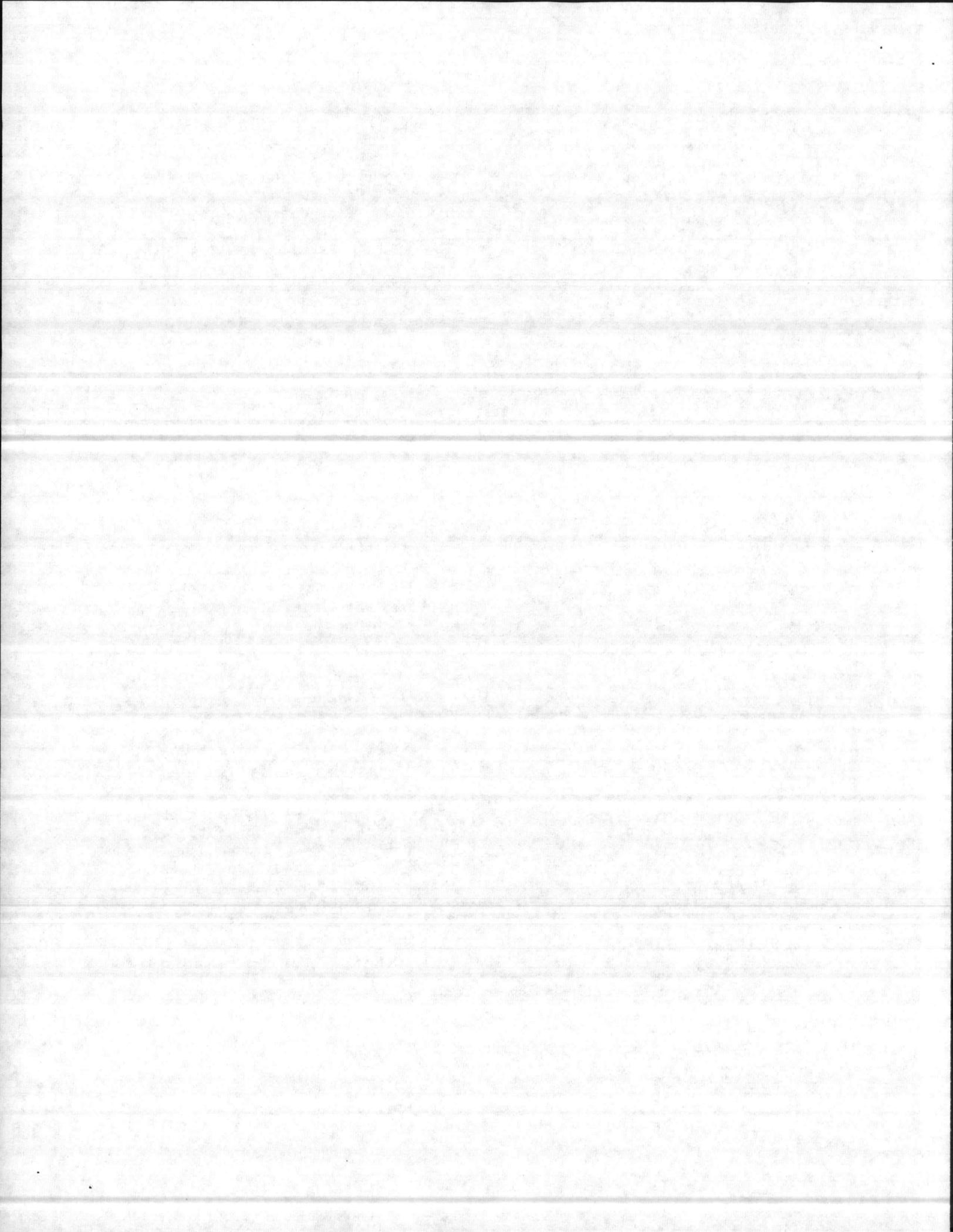
It is recommended that two Type I Administrative Modules of 8,640SF or 17,280SF total be added to project mentioned in Category Code 211-05 for H&MS-26 above.

B. MAG-29

One of the HMH Squadrons is made up of CH-53E helicopters which require a Type II Hangar. No Type II Hangar exists on MCAS (H) New River. Recommend a Type II Administrative Module be added to the hangar project mentioned in Category Code 211-05 above. When this module is constructed one of the HMH Squadrons or the HML Squadron should move to Building AS-4100. The space vacated in AS-4108 should be given to the remaining squadrons to partially satisfy their deficits. The remaining 8,720SF deficit in Building AS-4108 should be provided in an addition to that building. Add this requirement to the project mentioned in Category Code 211-05 above for this building. H&MS-29 has a 3,020SF deficit which should be satisfied in an addition to that building. A project should be initiated to accomplish same.

4. Facility: Category Code 211-08 Airframes Shop

Survey: A. MAG-26



For Marine Corps activities the Airframes Shop is included in Category Code 211-06. 5,175SF is allowed under this Category Code for Airframes. Utilizing NAVFAC P-80 criteria a shop of 9,000SF is required. An additional 1,800SF is required for rotor blade repair which makes the total for Airframes to be 10,800SF. This means that an additional 5,625SF is required and is added in Category Code 211-06 for a total of 14,315SF. Building AS-518 provides 10,692SF for Airframes which reflects a deficit of 108SF.

B. MAG-29

As above, Airframes is included in Category Code 211-06. Utilizing NAVFAC P-80 criteria a shop of 5,500SF is required. An additional 1,800SF is required for rotor blade repair which makes the total for Airframes to be 7,300SF. This means an additional 2,125SF is required and is added in Category Code 211-06 for a total of 10,815SF. Building AS-4106 provides 7,475SF for Airframes which reflects an excess of 175SF.

Problems: A. MAG-26

None

B. MAG-29

While the SF for Airframes is sufficient, the current location precludes any Engine Shop expansion.

Recommendation: A. MAG-26

None

B. MAG-29

It is recommended that a project be initiated to construct an addition to AS-4106 which will include 7,300SF for an Airframes Shop. The space vacated by this move will allow the Engine Shop to expand and satisfy their deficit of SF.

5. Facility: Category Code 211-21 Engine Maintenance Shop

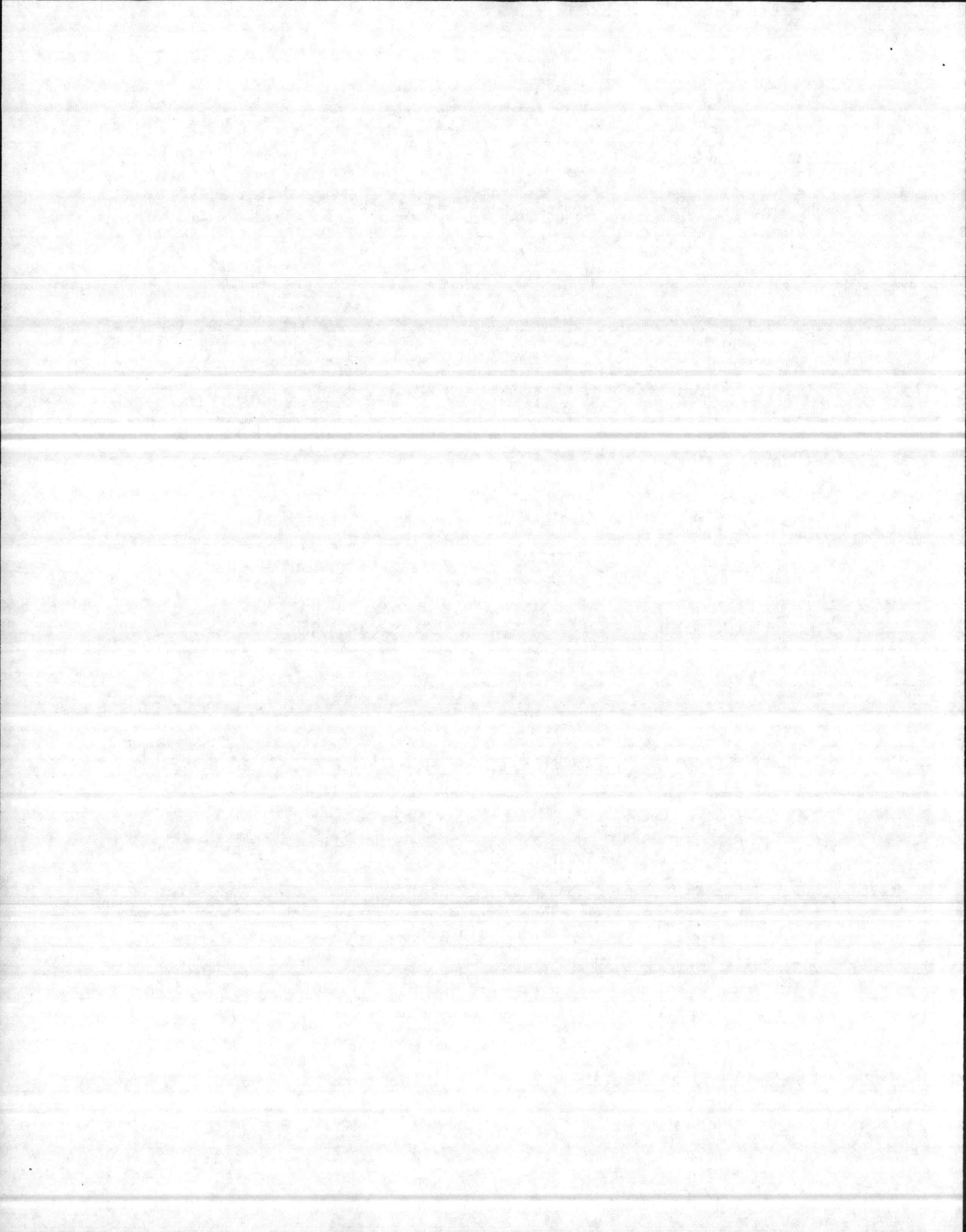
Survey: A. MAG-26

New NAVFAC P-80 criteria indicates a shop of 16,200SF is required for H&MS-26 to support MAG-26. Building AS-518 provides 16,710SF of space which reflects an excess of 510SF.

B. MAG-29

~~New NAVFAC P-80 criteria indicates a shop of 18,507SF is required for H&MS-29 to support MAG-29. Building AS-4106 provides 11,841SF of space which reflects a deficit of 6,666SF.~~

Problem: A. MAG-26



None

B. MAG-29

Deficit of SF causes crowding in Engine Shop.

Recommendation: A. MAG-26

None

B. MAG-29

A recommendation will be made to construct an addition to AS-4106 to satisfy deficits in other Category Codes. This addition will provide space for a new Airframes Shop which is currently adjacent to the Engine Shop. The Engine Shop should be given this space to expand and satisfy their deficit of SF.

6. Facility: Category Code 211-45 Avionics Shop

Survey: A. MAG-26

NAVFAC P-80 indicates 15,600SF of permanent shop space is required to support MAG-26. The Avionics Shop utilizes 19 MFS which reduces the requirement for permanent shop space. Each MF must be multiplied by 528SF and the resulting figure subtracted from the calculated permanent requirement. In this case 10,032SF must be subtracted which leaves 5,568SF as the total permanent facility requirement. Building AS-4141 provides 5,351SF which reflects a 217SF deficit.

B. MAG-29

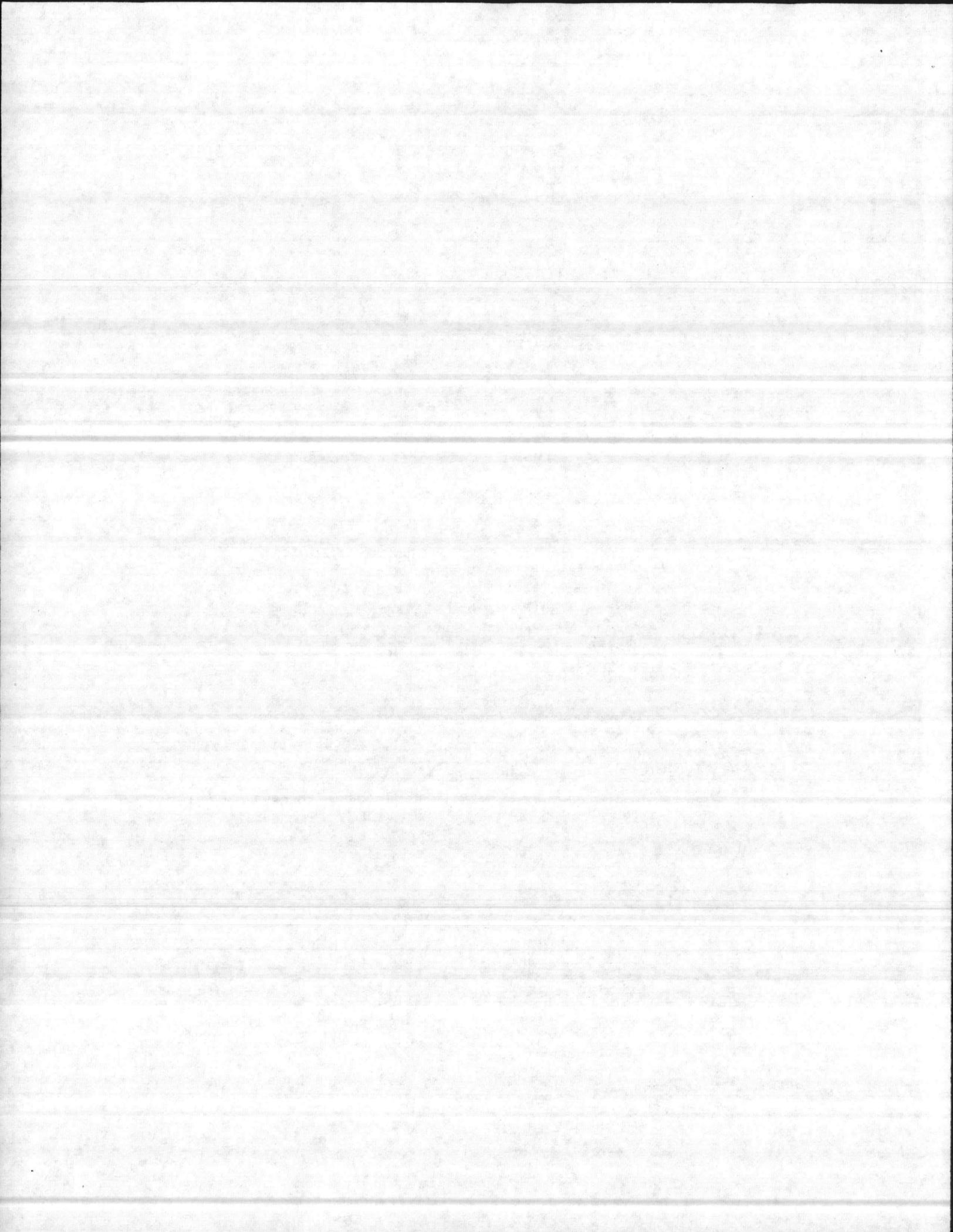
NAVFAC P-80 indicates 9,800SF of permanent shop space is required to support MAG-29. The Avionics Shop currently utilizes 22 MFS and will receive an additional six (6) MFS in the near future. These MFS reduce the requirement for permanent shop space by 528SF each or a total of 14,784SF. This would indicate that no permanent shop space is required. The Avionics Shop currently occupies 5,715SF in Building AS-4106.

Problem: A. MAG-26

None

B. MAG-29

The calculations make it appear that no permanent Avionics Shop space is required. This is not the case, the H&MS Avionics Shop is accomplishing work in Building AS-4106 for which no MF is available. The six (6) MFS to arrive will be configured to accomplish some but not all of this workload. The 5,715SF occupied could be reduced by 3,168SF and only require 2,547SF. This amount of space will be required for a long period of time as the MFS to accomplish the remaining workload have not been identified to be provided.



Recommendations: A. MAG-26

None

B. MAG-29

It is recommended that the Avionics Shop retain the 5,715SF they now occupy until such time as the six (6) new MFS arrive. At this time 3,168SF should be relinquished from the shop and the remaining 2,547SF will be retained for as long as required.

7. Facility: Category Code 211-54 Aviation Armament Shop

Survey: A. MAG-26

NAVFAC P-80 criteria indicates a shop of 4,500SF is required to support MAG-26. Building AS-518 currently provides 1,280SF for Armament Shop which reflects a deficit of 3,220SF.

B. MAG-29

NAVFAC P-80 criteria indicates a shop of 4,500SF is required to support MAG-29. Building AS-4106 currently provides 2,220SF for Armament Shop which reflects a deficit of 2,280SF.

Problem: The deficits of SF in both MAG-26 and MAG-29 Armament Shop causes severe crowding.

Recommendation: A. MAG-26

An excess of 5,952SF exists in the 211-05 Category Code which is High Bay Hangar. It is recommended that an enclosure of 3,220SF be constructed in this area for Armament Shop.

B. MAG-29

When the Avionics Shop receives their six (6) new MFS they will be relinquishing 3,168SF of space. This space should be given to the Armament Shop to expand and satisfy their deficit of SF.

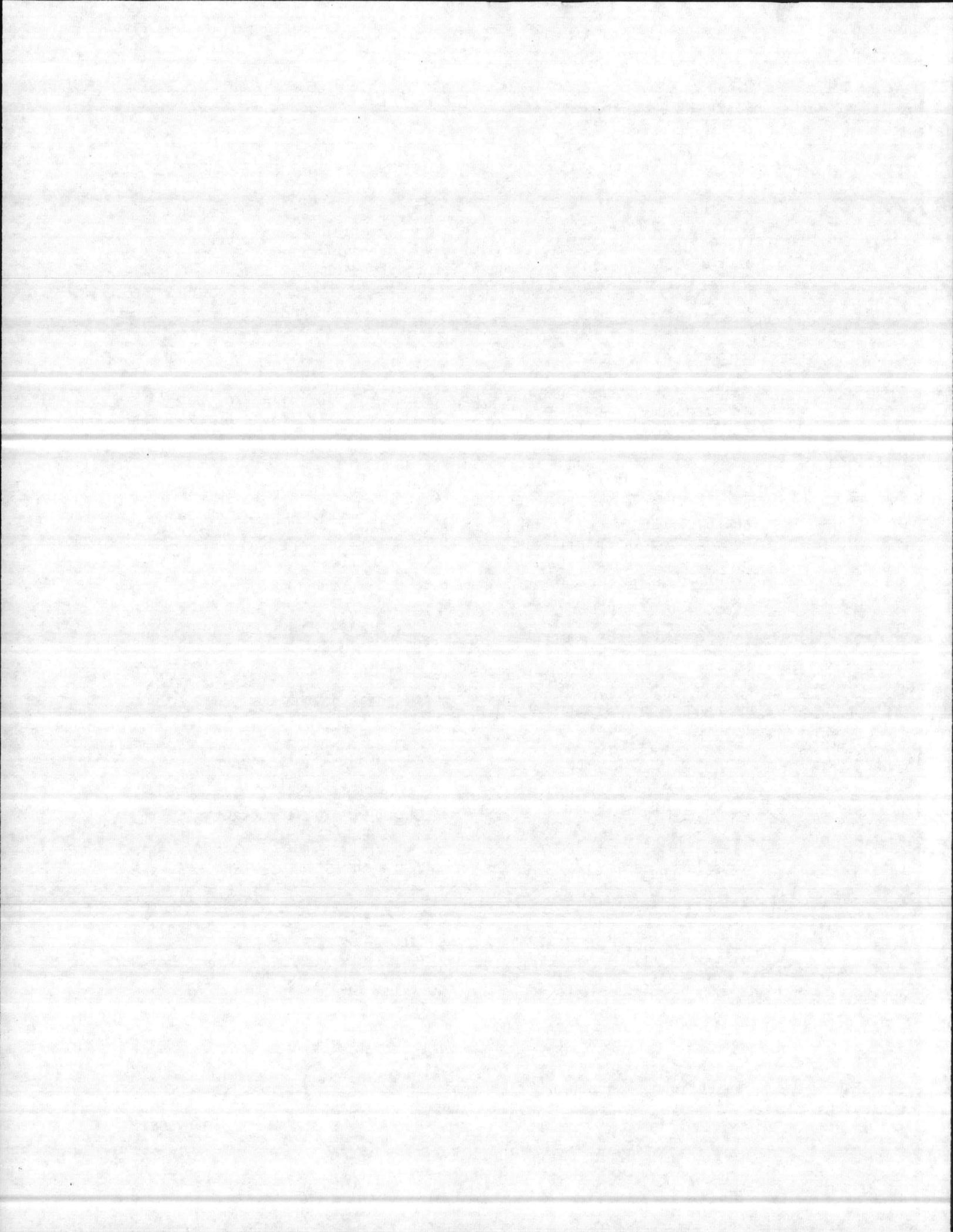
8. Facility: Category Code 211-75 Parachute and Survival Equipment Shop

Survey: A. MAG-26

NAVFAC P-80 criteria indicates a shop of 7,800SF is required to support MAG-26. Building AS-540 provides 2,928SF which reflects a deficit of 4,872SF.

B. MAG-29

NAVFAC P-80 criteria indicates a shop of 6,300SF is required to support MAG-29. Building AS-4106 provides 2,230SF which reflects a deficit of 4,080SF.



Problem: The deficits of SF in both MAG-26 and MAG-29 Parachute and Survival Equipment Shops causes severe crowding.

Recommendations: A. MAG-26

Initiate a project to construct a Parachute and Survival Equipment Shop of 7,800SF for H&MS-26.

B. MAG-29

It is recommended in previous Category Codes that an addition be constructed to Building AS-4106. This addition should include 6,300SF for a Parachute and Survival Equipment Shop.

9. Facility: Category Code 218-60 Ground Support Equipment Shop

Survey: A. MAG-26

A Ground Support Equipment Shop and Shed was recently constructed for MAG-26 and is the proper size. No problems exist for MAG-26 therefore they will not be further mentioned in this Category Code or the Holding Shed Category Code.

B. MAG-29

NAVFAC P-80 criteria indicates a shop of 9,400SF is required for H&MS-29 to support MAG-29. Building AS-4106 provides 3,495SF of space which reflects a 5,905SF deficit.

Problem: A. The main GSE Shop consists of one room of 1,470SF. No Exhaust Removal System is present and a health hazard exists when equipment is run. Severe crowding exists due to lack of space.

B. A self help project closed in a 1,200SF shed. This area is not heated and is not suitable for repair area.

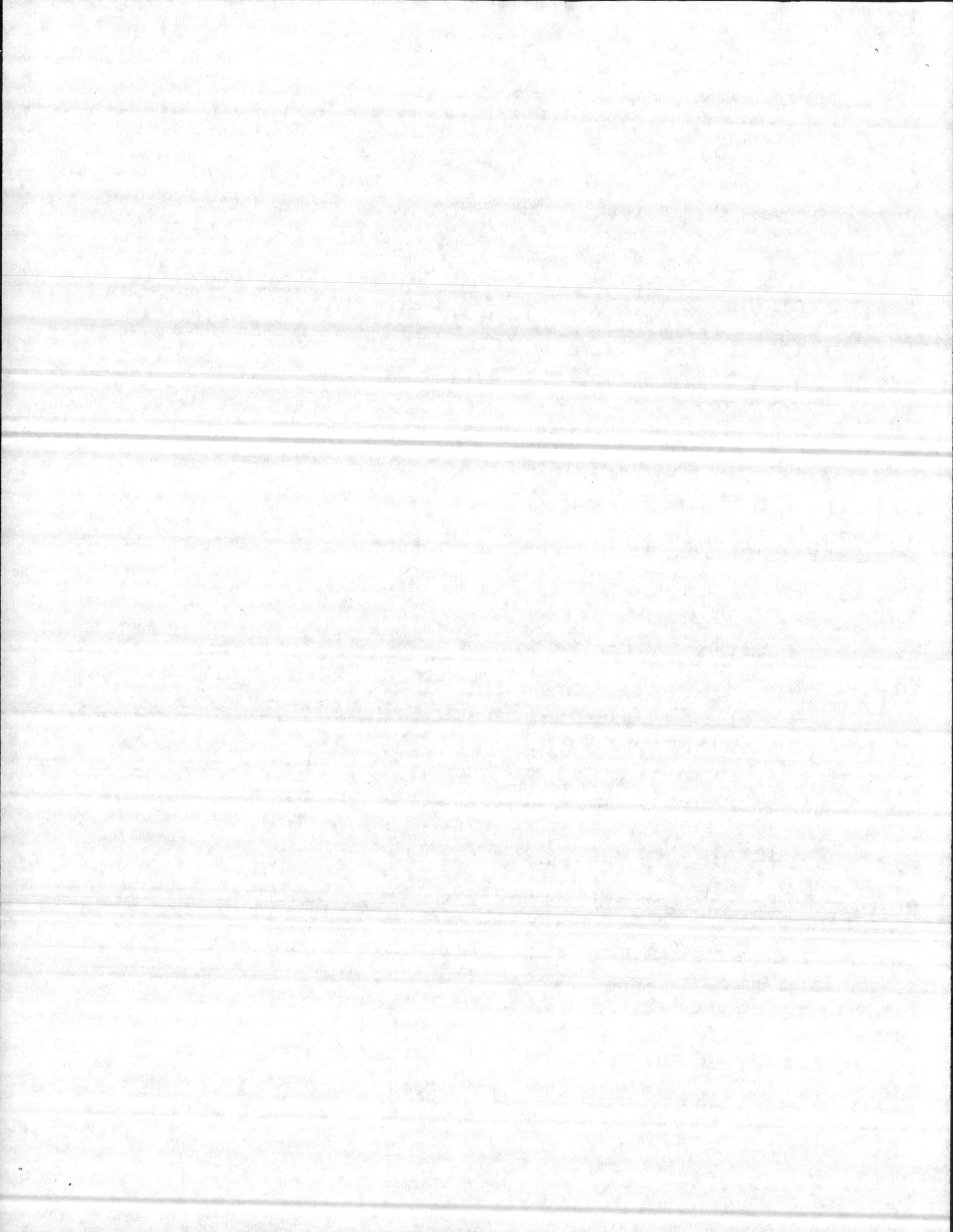
C. No storage area exists for GSE. Items that have been disassembled and are awaiting parts must be stored in the shop utilizing valuable shop space.

Recommendation: MILCON Project P-211 is scheduled for FY85 and will provide 9,400SF for a GSE Shop. This project will satisfy the BFR for GSE. In the interim it is suggested that GSE be worked on Hangar Deck of Building AS-4106.

10. Facility: Category Code 218-61 Ground Support Equipment Holding Shed

Survey: NAVFAC P-80 criteria indicates a Holding Shed of 14,625SF is required to compliment the GSE Shop size of 9,400SF. Currently there is no Holding Shed at MAG-29.

Problem: All items of GSE awaiting repair or RFI must be stored in the open exposed to the elements. This causes lengthier and more frequent repairs.



Recommendations: MILCON Project P-211 will provide a Storage Shed of 14,625SF and will satisfy the BFR for GSE Storage Shed.

V. GENERAL COMMENTS

1. The additions to Building AS-4106 recommended in Category Codes 211-08 Airframes Shop and 211-75 Parachute and Survival Equipment Shop should be combined in one addition of 13,600SF. Other projects and rearrangements mentioned in this report will provide adequate facilities for the MAGs.

2. The calculations in this survey were completed utilizing the Aircraft Baseloading provided by MCAS (H) New River. Any change to this baseloading will affect the Basic Facility requirements and may require a new survey.

3. The facility planning documents for MCAS (H) New River should be updated to reflect the findings of this survey prior to any project submissions.

VII. CONCLUSIONS

This report is provided to assist MCAS (H) New River, North Carolina in its long-range planning and implementation of Consolidated Aviation Maintenance Facilities.

