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Existing Conditions Report

30 September 1986

Western Division Naval Engineering Facilities Command

. Contract Number N 62474-85-C-5608

OLF Coupeville Waivers

C-1: (a) To permit end zones for Runways 14 and 32 to remain narrower than 1,500 feet required by criteria and to be crossed at outer corners by roads; (b) To permit clear zones for Runways 14 and 32 to remain approximately 1,300 feet wide in lieu of the trapezoidal areas required by criteria; and (c) To permit the runway length to remain 5,400 feet in lieu of 8,550 feet length required.

C-2 (T): To temporarily permit a glide angle of $2^{\circ}15'$ (approximately 25:1) in lieu of the required 50:1 approach slope. Built constraints are summarized on Figure Nos. 22 and 23.

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surrounding community; it is likely that noise complaints may increase somewhat from areas under the night FCLP patterns on Runways 24, 13 and 31. The fact that 15,000 operations can be added to Ault Field without changing the AICUZ makes it clear that CNR contour corrections are step-functions which allow for considerable leeway in operational level. FCLP operations at Ault Field would have to triple before the difference would be reflected in the CNR contours.

Costs incurred in implementation of this strategy are centered on administrative expenditures. This strategy implies careful scheduling of FCLP operations. Planning of deployment activity by the Wing Commander will ease FCLP loading at Ault Field.

In the event overloading does occur at Ault Field, it would be possible to construct a parallel runway (designated 13R-31L) such that at all times one of the parallel runways would serve FCLP operations and the other could accommodate arrivals and departures. A runway 8,800' in length with associated taxiway and lighting systems may cost \$40-70 million.

On the other hand, the Wing Commander could assign FCLP deployment to other Pacific Fleet support facilities. However, there are considerable costs associated with this course of action which are difficult to accurately estimate. There would be transfer of maintenance facilities and maintenance personnel as well as aircraft squadrons and dependents.

Although the field is operationally important as a carrier qualification field, facilities at OLF Coupeville do not now meet criteria established for current FCLP operations levels. The following improvements are required:

- a. Extend runways--
 - Runway 14/32 from 5,400' to 8,800'
 - Taxiway from 4,866' to 8,800'
- b. Strengthen existing pavement
- c. Improve roads and drainage
- d. Acquire land in fee (APZ A lands outside the base) 71 acres.

The cost of bringing OLF Coupeville up to standard is approximately \$8.75 million. Should operations at OLF Coupeville continue, it is likely that if planning and zoning alternatives were unsuccessful, extensive restrictive use easements would also have to be acquired since OLF Coupeville is in an area more prone to second home subdivision development than Ault Field.