

Organization and Development of Patrol Wings (Fleet Air Wings) 1918–Present

DURING THE EARLY PERIOD of Naval Aviation sea-based patrol aircraft—flying boats and float planes—were the Navy’s primary mission aircraft and were assigned to naval air stations. By the end of 1919, all of the seaplane bases in the United Kingdom, France and Italy that had supported U.S. Naval Aviation during WWI had been closed or returned to the custody of the host nations. In the continental U.S. only a handful of the patrol bases established along the East Coast survived the defense cutbacks. Patrol aircraft remaining in the inventory after WWI were assigned to NAS Coco Solo, Panama; NAS Norfolk, Va.; NAS San Diego, Calif.; and NAS Pearl Harbor, Hawaii. The aircraft and their crews became part of the Naval District defense forces without any true antisubmarine or patrol mission assigned. Most units were relegated to training pilots and aircrew. New aircraft were not being developed or purchased by the Navy due to the huge quantities of surplus aircraft remaining in the U.S. inventory which had not been utilized in the war effort.

The Navy’s patrol squadron concept did not develop until the post World War I period and the organization of patrol squadrons into wings first appeared in the *Naval Aeronautical Organization* for fiscal year 1935. Prior to that time squadrons operated under various departments of the fleet. The term “patrol wings” first appeared in the 1921 Annual Report of the Commander in Chief, U.S. Fleet but was not used thereafter until the entry in the fiscal year 1935 issue of the *Naval Aeronautical Organization*.

In the 1935 *Naval Aeronautical Organization*, the wings, which did not have number designations, were loosely arranged as little more than a group name for two or more patrol squadrons operating in the same geographical area. At this time the wings operated as part of the Base Force, U.S. Fleet under Commander Aircraft, Base Force.

On 4 September 1937, number designations were assigned to wings effective 1 October 1937. The fiscal year 1938 *Naval Aeronautical Organization* provided the following guidelines for wings:

1. Five patrol wings were established. Each was a separate administrative command headed by a regularly assigned patrol wing commander.
2. Aircraft tenders were placed under the commander of the patrol wing.
3. Fleet air bases became separate commands but were administered by the respective patrol wing commander.

The patrol wings were initially assigned to the Base Force because of the prevailing concept that patrol planes were to be used primarily for search and patrol to detect the approach of hostile forces to land bases. However, this concept was short lived and in 1937 it was felt the real combat potential of the patrol planes could be better utilized by transferring the patrol wings from the Base Force to the Scouting Force under Commander Aircraft, Scouting Force.

In July 1939 a standard system of numbered patrol squadrons was adopted to reflect the intention to assign a squadron permanently to its wing. The first digit of a patrol squadron designation number became the same as the wing to which it was attached and the second digit indicated the number of the squadron in the wing. Hence, the designation VP-23 indicated it was the third squadron assigned to Patrol Wing 2. This organizational structure remained in effect for only a short period of time. With the reorganization of the fleet in 1940 the patrol wings were divided between the two oceans. This was the beginning of the independent development of patrol wings in each ocean (Atlantic and Pacific Fleet) according to its strategic requirements.

On 1 November 1942 patrol wings were redesignated fleet air wings to permit patrol aviation to be utilized within the task force principle, to include a variety of commands necessary to accomplish a particular objective or mission. Hence, the practice of assigning a standard number of squadrons to each wing was changed to provide for the assignment of any and all types of aircraft required by the wing to perform its mission in a particular area. In 1973, all active fleet air wings had their designations changed back to patrol wings to reflect the organizational changes that were taking place in the fleet.

The operational deployment of patrol squadrons to overseas bases is different than the deployment of squadrons assigned to a carrier air group/carrier air wing. Squadrons assigned to a carrier air wing remain under the administrative and operational control of its assigned air wing while based at its home port or during a deployment overseas aboard a carrier. When a patrol squadron deploys overseas it normally comes under the operational control of a different patrol wing or another upper echelon command. The patrol squadron's assigned patrol wing does not deploy with the squadron. This has been the normal operating procedure for deploying patrol squadrons since the end of World War II.

A good source for an in-depth look at the evolution of early patrol wings and fleet air wings is the *United States Naval Administration in World War II* series. The specific section within this series dealing with the subject is the *Deputy Chief of Naval Operations (Air), Part 44, The Development of Fleet Air Wings* by A. G. Van Wyen.

The following is a brief chronology showing the evolution and development of patrol wings:

- 3 Feb 1919:** Fleet aviation was organized into two elements, "Airboat Squadrons" and "Air Detachment Seaplanes." The aircraft assigned to seaplane tenders were usually identified by the vessel's name, e.g. "Shawmut's Seaplane Squadron."
- 8 May 1919:** Seaplane Division One was established, comprised of 3 NC-type flying boats. The division aircraft were "commissioned" as naval vessels on that day prior to their takeoff on the first trans-Atlantic flight from Halifax, Nova Scotia, to Lisbon, Portugal.
- 12 Jul 1920:** CNO established class letters for aircraft. Seaplanes were assigned the designation VS, with V for "heavier-than-air" and S for "scouting." Aircraft were included for the first time in the reorganization of naval forces afloat into the Atlantic, Pacific and Asiatic fleets as "Air Forces."
- 17 Jun 1922:** Fleet aviation commands were reorganized from Commander Air Force to Commander Aircraft Squadrons, Atlantic Fleet and Commander Aircraft Squadrons, Pacific Fleet.
- 1 Jan 1923:** The Pacific and Atlantic fleets were merged to form the U.S. Fleet. The new organization was comprised of Battle Force, Scouting Force, Control Force and Base Force. Aircraft Squadrons Atlantic and Pacific fleets were redesignated Aircraft Squadrons Scouting Force and Aircraft Squadrons Battle Force. For a period of three years, 1923 to 1926, operational patrol squadrons existed primarily on paper. Older aircraft left over from WW I (H-16 and F-5L seaplanes) were struck from the inventory without replacements. New patrol aircraft did not begin to reach the fleet in any significant numbers until after January 1926. The only shore-based patrol organization to receive a full complement of new aircraft at this time was the Pacific Air Detachment, Ford Island, Pearl Harbor Navy Yard, Hawaii.
- 27 May 1924:** Four patrol squadrons were established on paper under the organization of Naval Coast Defense Forces, formerly Base Force. VP-1 was established at NAS San Diego, Calif., for the San Diego region; VP-6 was established at NAS Hampton Roads, Va., for the Chesapeake Bay region; VP-10 was established at NAS Coco Solo, Panama, for the Panama Canal Zone region; and VP-14 was established at NAS Pearl Harbor, Hawaii, for the Hawaii region. From 1924 through 1926 a considerable degree of disorganization prevailed over the assignment of pilots and aircraft to the new patrol organizations.
- 29 May 1925** Patrol squadrons came under Aircraft Squadrons, Convoy and Patrol. The regional groupings remained the same.
- May 1926:** The squadrons assigned to San Diego (VP-1) and Hampton Roads (VP-6) were placed in an inactive status until 1929. Between 1924 and 1926 these two squadrons had existed only on paper.
- 1 Jul 1927:** Fleet designations were added to patrol squadrons. The letter "B" indicated Battle Fleet, "S" for Scouting Fleet, "A" for Asiatic Fleet, "F" for Fleet Base Force and "M" for USMC aircraft. Patrol squadrons came under shore facilities and used a "D" for the district number (i.e., VP-4D11).
- 7 Jan 1930:** CNO redesignated the Battle Fleet and Scouting Fleet to Battle Force and Scouting Force, respectively. The naval districts were reorganized under the Base Force. In accordance with the growth of carrier aviation in the fleet, all carrier squadrons were transferred to Commander Air Battle Force. Naval air stations were redesignated fleet air bases (FAB). Squadrons at FAB San Diego (VP-9B and VP-7B) came under Battle Fleet. FAB Hampton Roads (VP-10S and VP-8S) came under Scouting Fleet. The squadrons at FAB Pearl Harbor (VP-1D14 and VP-4D14) came under the 14th Naval District, Base Force. FAB Coco Solo had only one squadron (VP-2D15) under the operational control of Naval District 15, Base Force.

- 1 Apr 1931:** CNO removed seven of the patrol squadrons from the control of the Base Force, placing them back under fleet control. The squadrons at NAS Coco Solo (VP-2S and VP-3S) and Hampton Roads (VP-8S and VP-10S) now came under Commander Scouting Force, while the squadrons at NAS Pearl Harbor (VP-1B, VP-4B and VP-6B) came under Commander Mine Craft, Battle Force. Two squadrons assigned to NAS San Diego (VP-7B and VP-9B) remained under Base Force to provide training to air crews in support of the fleet squadrons.
- 1 Apr 1933:** Patrol squadrons of the Scouting Fleet and Battle Fleet were combined once again under the command of the Base Force and Aircraft Scouting Force was disestablished. VP squadrons 5F, 7F and 9F were assigned to FAB San Diego; VPs 2F, 3F, 8F and 10F were assigned to FAB Coco Solo; and VPs 1F, 4F and 6F were assigned to FAB Pearl Harbor.
- 1935:** Patrol squadrons operating together in the same geographical area were for the first time loosely designated patrol wings, but lacked any formal organization or headquarters staff.
- 1 Jul 1937:** The system of designating squadrons was revised to provide for numbering each patrol squadron serially without regard to assignment (e.g., VP-7F based at FAB San Diego was redesignated VP-7).
- 1 Oct 1937:** U.S. Navy patrol aviation was officially divided into five patrol wings (PatWings) with separate administrative commands. The title Commander Aircraft Scouting Force was revived.
- 7 May 1938:** The Atlantic Squadron was created, including within its organization the East Coast patrol squadrons of PatWing-5.
- 5 Sep 1940:** The Atlantic Squadron was redesignated the Neutrality Patrol when the president proclaimed the neutrality of the United States in the European war.
- 24 October 1940:** CNO established Patrol Wings, Atlantic Squadron as an administrative command for combined air and ship reconnaissance of the sea approaches to the U.S. and West Indies.
- 1 Nov 1940:** The Neutrality Patrol squadrons of the Scouting Force Atlantic Fleet were reassigned to the newly established Commander Patrol Force Atlantic. Patrol squadrons on the West Coast remained under Scouting Force Pacific Fleet.
- 10 Apr 1942:** The Pacific patrol squadrons were formally reorganized from Battle and Scouting Forces to Patrol Wings Pacific Fleet.
- 12 Jul 1942:** Headquarters Squadrons (HEDRON) and Patrol Service Units (PATSU) were established under each patrol wing.
- 1 Jan 1943:** Air Force, Atlantic Fleet, was established replacing the former separate commands Fleet Air Wings, Atlantic and Carriers, Atlantic.
- 1 Mar 1943:** Patrol squadrons flying land-based aircraft were redesignated from VP to VB (Bombing Squadrons) and had a 3 digit number assigned to differentiate them from carrier-based bombing squadrons, also VB, but had 2 digit numbers assigned.
- 1 Oct 1944:** Patrol squadrons (VP) and multi-engine bombing squadrons (those VB designated squadrons with 3 digit numbers) were redesignated patrol bombing squadrons (VPB).
- 12 Aug 1946:** Headquarters squadrons (HEDRONS) were redesignated fleet aircraft service squadrons (FASRONS).
- 15 May 1946:** The designation of patrol squadrons reverted to its prewar status with the change from VPB to VP.
- 15 Nov 1946:** Patrol squadrons were redesignated according to type: VP-HL (Patrol, Heavy Landplane), VP-ML (Patrol, Medium Landplane), VP-MS (Patrol, Medium Seaplane), VP-HM (Patrol, Heavy Mining) and VP-AM (Patrol, Amphibious).
- Sep 1948:** Commander Fleet Air Wings, Atlantic was established at NAS Norfolk, Va.
- 1 Sep 1948:** Patrol squadrons were redesignated VP, without an identifying code to denote type of aircraft or mission, hence, all VP-HL, VP-ML, VP-MS, VP-HM and VP-AM squadrons became VP.
- 1 Jan 1964:** Fleet Air Wings, Pacific was established.
- Jun-Jul 1973:** Fleet air wings were redesignated patrol wings.
- 26 Mar 1999:** Commander Patrol Wings Atlantic was redesignated Commander Patrol and Reconnaissance Force Atlantic and Atlantic Fleet Patrol Wings were redesignated Patrol and Reconnaissance Wings.
- 1 Jun 1999:** Commander Patrol Wings Pacific was redesignated Commander Patrol and Reconnaissance Force Pacific and Pacific Fleet Patrol Wings were redesignated Patrol and Reconnaissance Wings.

Patrol Wing/Fleet Air Wing/Patrol and Reconnaissance Wing Lineage

PatWing-1	Established as Patrol Wing 1 Redesignated Fleet Air Wing 1 Redesignated Patrol Wing 1 Redesignated Patrol and Reconnaissance Wing 1	1 Oct 1937 1 Nov 1942 30 Jun 1973 1 Jun 1999	3rd PatWing-10	Established as Patrol Wing 10 Redesignated Patrol and Reconnaissance Wing 10	1 Jun 1981 1 Jun 1999
PatWing-2	Established as Patrol Wing 2 Redesignated Fleet Air Wing 2 Redesignated Patrol Wing 2 Disestablished	1 Oct 1937 1 Nov 1942 30 Jun 1973 8 Jun 1993	PatWing-11	Established as Patrol Wing 11 Redesignated Fleet Air Wing 11 Redesignated Patrol Wing 11 Redesignated Patrol and Reconnaissance Wing 11	15 Aug 1942 1 Nov 1942 30 Jun 1973 26 Mar 1999
PatWing-3	Established as Patrol Wing 3 Redesignated Fleet Air Wing 3 Fleet Air Wing 3 disestablished	1 Oct 1937 1 Nov 1942 30 Jun 1971	PatWing-12	Established as Patrol Wing 12 Redesignated Fleet Air Wing 11 FAW-11 disestablished	16 Sep 1942 1 Nov 1942 14 Jul 1945
PatWing-4	Established as Patrol Wing 4 Redesignated Fleet Air Wing 4 COMFAIR Seattle assigned additional duty as FAW-4 (dual hatted) COMFAIR Seattle redesignated COMFAIR Whidbey and FAW-4 (dual hatted) FAW-4 disestablished	1 Oct 1937 1 Nov 1942 May 1949 15 Feb 1954 15 Mar 1970/ 30 Jun 1970 ¹	PatWing-14	Established as Patrol Wing 14 Redesignated Fleet Air Wing 14 FAW-14 became a dual hatted command and was known as COMFAIR San Diego/FAW-14 FAW-14 disestablished	15 Oct 1942 1 Nov 1942 Jun 1963 1969
PatWing-5	Established as Patrol Wing 5 Redesignated Fleet Air Wing 5 Redesignated COMPATWINGSLANT and Patrol Wing 5 (dual hatted) Patrol Wing 5 established as a separate command Redesignated Patrol and Reconnaissance Wing 5	1 Oct 1937 1 Nov 1942 1 Jul 1973 1 Jul 1974 26 Mar 1999	FAW-15	Established as Fleet Air Wing 15 FAW-15 disestablished	1 Dec 1942 28 Jul 1945
1st FAW-6	Established as Fleet Air Wing 6 FAW-6 disestablished	2 Nov 1942 1 Dec 1945	FAW-16	Established as Fleet Air Wing 16 FAW-16 disestablished	16 Feb 1943 27 Jun 1945
2nd FAW-6	Established as Fleet Air Wing 6 FAW-6 disestablished	4 Aug 1950 1 Jul 1972	FAW-17	Established as Fleet Air Wing 17 FAW-17 disestablished	15 Sep 1943 2 Jan 1946
PatWing-7	Established as Patrol Wing, Support Force Redesignated PatWing-7 PatWing-7 redesignated Fleet Air Wing 7 FAW-7 disestablished	1 Mar 1941 1 Jul 1941 1 Nov 1942 4 Aug 1945	FAW-18	Established as Fleet Air Wing 18 FAW-18 disestablished	5 May 1945 30 Jun 1947
1st PatWing-8	Established as Patrol Wing 8 Redesignated Fleet Air Wing 8 FAW-8 disestablished	8 Jul 1941 1 Nov 1942 3 Jul 1946	¹ COMNAVIAIRPAC's command history report for 1970 gives two dates for the disestablishment of Fleet Air Wing 4.		
2nd Fleet Air Wing 8	Established as Fleet Air Wing 8 FAW-8 disestablished	1 Jul 1965 1 Aug 1972	² The exact date for the establishment of the wing is not clear from the records. It was originally planned for December 1941 but squadrons did not report until March or April 1942.		
PatWing-9	Established as Patrol Wing 9 Redesignated Fleet Air Wing 9 FAW-9 disestablished	Apr 1942 ² 1 Nov 1942 19 Jul 1945	Patrol Wing Home Ports, 1937–1942		
1st PatWing-10	Established as Patrol Wing 10 Redesignated Fleet Air Wing 10 FAW-10 disestablished	Dec 1940 1 Nov 1942 7 Jun 1947	PatWing-1: Established at FAB San Diego, Calif., 1 October 1937. 16 October 1941: Relocated from San Diego to NAS Kaneohe, Hawaii. 19 September 1942: Relocated from Kaneohe to Noumea. (see FAW-1)		
2nd FAW-10	Established as Fleet Air Wing 10 FAW-10 disestablished	29 Jun 1963 30 Jun 1973	PatWing-2: Established at FAB Pearl Harbor, Hawaii, 1 October 1937. 15 September 1942: Relocated to NAS Kaneohe when PatWing-1 transferred to Noumea in mid-September 1942. (see FAW-2)		
			PatWing-3: Established at FAB Coco Solo, Panama, 1 October 1937. 10 August 1942: PatWing headquarters shifted from NAS Coco Solo to Albrook Field for closer coordination with the Army Air Force command. (see FAW-3)		

PatWing-4: Established at FAB Seattle, Wash., 1 October 1937.

27 May 1942: Relocated from NAS Sand Point, Wash., to NAS Kodiak, Alaska.

(see FAW-4)

PatWing-5: Established at FAB Norfolk, Va., 1 October 1937.

(see FAW-5)

PatWing-7: Established as Patrol Wing, Support Force on 1 March 1941.

Redesignated Patrol Wing 7 at NAF Argentia, Newfoundland, 1 July 1941.

15 December 1941: Relocated from NAF Argentia to NAF Keflavik, Iceland.

20 February 1942: Relocated from NAF Keflavik to NAS Quonset Point, R.I.

15 May 1942: Relocated from NAS Quonset Point to NAF Argentia, Newfoundland.

(see FAW-7)

1st PatWing-8: Established at NAF Breezy Point, Norfolk, Va., 8 July 1941.

15 December 1941: Relocated from NAS Norfolk to NAS Alameda, Calif.

(see FAW-8)

PatWing-9: Established at NAS Norfolk, Va., 1 December 1941 or April 1942, exact date unknown.

1 May 1942: Relocated from NAS Norfolk to NAS Quonset Point, R.I.

(see FAW-9)

1st PatWing-10: Established at NS Cavite, Philippines, December 1940.

28 December 1941: Relocated from Cavite to Ambon.

15 January 1942: Relocated from Ambon to Soerabaja.

7 March 1942: Relocated from Soerabaja to Perth, Australia.

(see FAW-10)

PatWing-11: Established at NAS Norfolk, Va., on 15 August 1942. Five days later the wing moved to NS San Juan, Puerto Rico, for operations under the Caribbean Sea Frontier.

(see FAW-11)

PatWing-12: Established at NAS Key West, Fla., on 16 September 1942, for operations under the Gulf Sea Frontier.

(see FAW-12)

PatWing-14: Established at NAS San Diego, Calif., on 15 October 1942, for operations under the Western Sea Frontier.

(see FAW-14)

Fleet Air Wing Home Ports, 1 November 1942–1973

FAW-1: Redesignated at Noumea on 1 November 1942.

December 1942: Relocated to Espiritu Santo.

March 1943: Relocated to Guadalcanal.

February 1944: Relocated to Munda.

July 1944: Relocated to Espiritu Santo.

11 September 1944: Relocated to Schouten Islands aboard *Hamlin* (AV 15).

15 October 1944: Relocated to Ulithi.

30 December 1944: Relocated to Saipan.

19 February 1945: Relocated to Iwo Jima during invasion operations aboard *Hamlin* (AV 15).

10 March 1945: Relocated to NAF Agana, Guam.

26 March 1945: Relocated to Kerama Rhetto aboard *Hamlin*.

14 July 1945: Relocated to NAF Chimu Wan, Okinawa.

16 July 1950: Relocated to NAS Agana, Guam, to NAF Naha, Okinawa.

3rd Quarter 1952: Relocated to NAS San Diego, Calif.

4th Quarter 1954: Relocated to NAF Naha, Okinawa.

Mid-1958: Relocated to Buckner Bay, Okinawa, aboard assigned flagship.

Mid-1965: Relocated to NAF Naha, Okinawa.

30 June 1973: Redesignated PatWing-1.

(see Patrol Wing Home Ports, July 1973–present)

FAW-2: Redesignated at NAS Kaneohe, Hawaii, on 1 November 1942.

30 June 1949: Relocated to NAS Barbers Point, Hawaii.

30 June 1973: Redesignated PatWing-2.

8 June 1993: Disestablished

FAW-3: Redesignated at NAS Coco Solo, Panama, on 1 November 1942.

1 July 1950: Relocated to NAS Quonset Point, R.I.

Mid-1957: Relocated to NAS Brunswick, Maine.

30 June 1971: Disestablished.

FAW-4: Redesignated at NAS Kodiak, Alaska, on 1 November 1942.

15 March 1943: Relocated from NAS Kodiak to NAS Adak, Alaska.

26 April 1944: Relocated from NAS Adak, Alaska, to NAF Attu, Aleutian Islands.

17 April 1949: Relocated to NAS Whidbey Island, Wash., COMFAIR Seattle became dual hatted with additional duty as FAW-4 in May 1949.

15 February 1954: COMFAIR Seattle redesignated COMFAIR Whidbey and FAW-4 (dual hatted).

15 March 1970: Disestablished.

- FAW-5:** Redesignated at NAS Norfolk, Va., on 1 November 1942.
 30 June 1971: Relocated to NAS Brunswick, Maine.
 1 July 1973: FAW-5 redesignated COM-PATWINGSLANT and Patrol Wing 5 (dual hatted).
 1 July 1974: Patrol Wing 5 established as a separate command.
 (see Patrol Wing Home Ports, July 1973–present)
- 1st FAW-6:** Established at NAS Seattle, Wash., 2 November 1942.
 29 December 1942: Relocated from NAS Seattle, Wash., to NAS Whidbey Island, Wash.
 1 December 1945: Disestablished at NAS Whidbey Island.
- 2nd FAW-6:** Established on 4 August 1950, at Tokyo, Japan, then relocated to NAS Yokosuka, Japan.
 1 December 1950: Relocated to NAS Atsugi, Japan.
 3rd Quarter 1952: Relocated to NAS Alameda, Calif.
 January 1955: Relocated to NAF Iwakuni, Japan.
 1 July 1972: Disestablished.
- FAW-7:** Established as Patrol Wing, Support Force on 1 March 1941, at NAF Argentia, Newfoundland, then redesignated PatWing-7 on 1 July 1941. PatWing-7 was redesignated FAW-7 on 1 November 1942.
 21 August 1943: Relocated from NAF Argentia to Plymouth, England.
 10 July 1945: Relocated from Plymouth, England to NAS Dunkeswell, England.
 14 July 1945: Embarked on *Albemarle* (AV 5) for return to Norfolk, Va.
 4 August 1945: Disestablished at NAS Norfolk.
- 1st FAW-8:** Redesignated at NAS Alameda, Calif., on 1 November 1942.
 3 July 1946: Disestablished at NAS Alameda.
- 2nd FAW-8:** Established at NAS Moffett Field, Calif., on 1 July 1965, alternating with FAW-10 on WestPac deployments.
 1 August 1972: Disestablished.
- FAW-9:** Redesignated FAW-9 at NAS Quonset Point, R.I., on 1 November 1942.
 24 August 1943: Relocated from NAS Quonset Point to NAS New York.
 19 July 1945: Disestablished at NAS New York.
- 1st FAW-10:** Redesignated at Perth, Australia, on 1 November 1942.
 1 September 1944: Relocated from Perth to Los Negros, Admiralty Islands.
 17 October 1944: Relocated from Los Negros to Leyte, Philippines, aboard *Currituck* (AV 7).
 30 November 1944: Relocated from Leyte to Jinamoc Island, Philippines, based ashore.
 15 December 1944: Relocated from Jinamoc to Tacloban, Philippines.
 14 April 1945: Relocated from Tacloban to Puerto Princessa, Palawan.
 7 June 1947: Disestablished at NAB Sangley Point, Philippines.
- 2nd FAW-10:** Established at NAS Moffett Field, Calif., on 29 June 1963. After 1966, alternated with FAW-8 on WestPac deployments.
 30 June 1973: Disestablished.
- FAW-11:** Redesignated at NS San Juan, P.R., on 1 November 1942.
 April 1950: Relocated to NAS Jacksonville, Fla.
 30 June 1973: Redesignated PatWing-11.
 (see Patrol Wing Home Ports, July 1973–present)
- FAW-12:** Redesignated at NAS Key West, Fla., on 1 November 1942.
 15 September 1943: Relocated from NAS Key West, Fla., to NAS Miami, Fla.
 1 June 1945: Relocated from NAS Miami, Fla., to NAS Key West, Fla.
 14 July 1945: Disestablished at NAS Key West.
- FAW-14:** Redesignated at NAS San Diego, Calif., on 1 November 1942.
 June 1963: FAW-14 became a dual hatted command and was known as COMFAIR San Diego/FAW-14.
 1969: Disestablished.
- FAW-15:** Established at NAS Norfolk, Va., on 1 December 1942, then relocated to NAF Port Lyautey, French Morocco, on 10 January 1943, to direct patrol plane operations in the Mediterranean and Gibraltar Strait area.
 10 June 1945: Relocated from NAF Port Lyautey, French Morocco, to NAS Norfolk, Va.
 28 July 1945: Disestablished at NAS Norfolk.
- FAW-16:** Established at NAS Norfolk, Va., on 16 February 1943, then relocated to Natal, Brazil, on 14 April 1943.
 20 July 1943: Relocated from NAF Natal, Brazil, to NAF Recife, Brazil.
 27 June 1945: Disestablished at NAF Recife.
- FAW-17:** Established at Brisbane, Australia, on 15 September 1943.
 31 December 1943: Relocated from Brisbane, Australia, to the island of Samari, Papua, New Guinea.
 27 July 1944: Relocated from Samari to Manus, Admiralty Islands.
 9 September 1944: Relocated from Manus Island to Woendi, Schouten Islands.

- 19 October 1944: Relocated from Woendi to Morotai, N.E.I.
- 30 December 1944: Relocated from Morotai to Leyte Gulf, Philippines.
- 28 January 1944: Relocated from Leyte Gulf to Lingayen Gulf, Philippines. Based aboard *Tangier* (AV 8) in San Pedro Bay.
- 26 February 1945: Relocated from Lingayen Gulf to Clark Field, Luzon, Philippines.
- 2 January 1946: Disestablished in Japan.

FAW-18: Established at NS Agana, Guam, Marianas, on 5 May 1945. On 25 May 1945, the headquarters relocated to NAF Tinian.

30 June 1947: Disestablished at NAS Agana, Guam.

***Patrol Wing/Patrol and Reconnaissance
Wing Home Ports, July 1973–present***

PatReconWing-1: Kamiseya, Japan.

PatWing-2: NAS Barbers Point, Hawaii. Disestablished 8 June 1993.

PatReconWing-5: NAS Brunswick, Maine.

3rd PatReconWing-10: NAS Moffett Field, Calif., established on 1 June 1981.

1 July 1994: Relocated to NAS Whidbey Island, Wash.

PatReconWing-11: NAS Jacksonville, Fla.