

CLOSE HOLD

NAS KINGSVILLE

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

**MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS**

4 April, 1994

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.

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

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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

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Mission Requirements

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function
ARMY	467TH SUPPLY SERVICE BATTALION CONDUCTS GROUND NAVIGATION/MAPPING TRAINING
ARMY	2 BN/141 INFANTRY NATIONAL GUARD CONDUCTS BIVOUAC/GROUND MOVEMENT TRAINING

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

Operational Unit/TDA	Training Function
NAVY	RESERVE PILOTS DRILL WITH TW-2 AIRCRAFT
NAVY	MOMAG 15 SUPPORTS MINE COUNTERMEASURES BASED AT NS INGLESIDE

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

Forces	Location/ Distance	Type of Support	Frequency
NONE			

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Mission Requirements (cont.)

D. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

Squadron Name	Aircraft Type(s)	Mission
NONE		

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

Service/Agency/ Custodian	Aircraft Type(s)	Mission
NONE USNAVY/twz	T-45	STRIKE TRAINING

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Mission Requirements (cont.)

B. Operational Squadron Support (cont.)

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No. ¹ Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	None	None	None	None	None	None	None	None
1992	None	None	None	None	None	None	None	None
1993	None	None	None	None	None	None	None	None
1994 ²	None	None	None	None	None	None	None	None

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

Type of Unit	Number of Units	Mission	Equipment Items
NONE	None	None	None

Include only days when the installation operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

Include FY 1994 data through 31 March 1994.

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Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

Managed Training Assets	Management Role
KINGSVILLE	ATCAA AIR TRAFFIC CONTROL (APPROACH CONTROL TERMINAL FACILITY)
NALF ORANGE GROVE	SCHEDULE/CONTROL/STAFF
MCMULLEN TARGET	SCHEDULE/CONTROL/STAFF
KINGSVILLE 1&2 MOA	SCHEDULE/OPERATE
CHASE 1, 2 & 3 MOA	SCHEDULE/OPERATE
VR 151/168	SCHEDULE/OPERATE
R-6312	SCHEDULE/OPERATE
IR 135/136/166/167/188 <small>148 154 157</small>	SCHEDULE/OPERATE
AG32C	SCHEDULE/OPERATE

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

Asset	Installation	Reason for Consideration
NONE	None	None
NALF ORANGE GROVE	NAS CORPUS CHRISTI	PROXIMITY
MCMULLEN TARGET	NAS CORPUS CHRISTI	PROXIMITY
ALL MOA'S	NAS CORPUS CHRISTI	PROXIMITY
R-6312	NAS CORPUS CHRISTI	PROXIMITY
MTR'S	NAS CORPUS CHRISTI	PROXIMITY

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VR 151, 168	SCHEDULE/OPERATE
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Mission Requirements (cont.)

General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain. **YES. OPERATIONS FROM NAS KINGSVILLE INCLUDE:**

- JTF 6 COUNTER NARCOTICS TASK FORCE
- JOINT RELOCATABLE OVER THE HORIZON RADAR (ROTHR) INSTALLATION

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
AH-64	5	DATA NOT AVAILABLE
OH-6	1	DATA NOT AVAILABLE
OH-58	17	DATA NOT AVAILABLE
UH-1	11	DATA NOT AVAILABLE

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

Equipment/Facility	Function
ROTHR	OVER THE HORIZON DRUG TRAFFIC SURVEILLANCE

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain. ~~NO.~~ **YES.**

1. Air Station is covered under "Open Skies" treaty.
2. Under SCATANA, a plan exists to deactivate navigational aids.
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Mission Requirements (cont.)

General Military Support (cont.)

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

PROVIDE ATC SERVICES FOR SIX LOCAL CIVILIAN AIRPORTS, ^{APPROACH CONTROL} NAS KINGSVILLE, AND HALF ORANGE GROVE.

4. Describe the role this installation plays in any logistics support and mobilization plan.

PROVIDE SURGE CLASS V STRIKE PILOT TRAINING.

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CHATRAWS

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

NONE.

6. Are any new military missions planned for this installation?

NO.

F Other Support

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

PROVIDE SEARCH AND RESCUE SUPPORT SERVICES FOR MISSING/DOWN AIRCRAFT WITHIN ASSIGNED AIRSPACE BOUNDARIES.

NOCD PROVIDES WEATHER SERVICE FOR TRAWING TWO OPERATIONS.

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CHATRAWS

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

YES. CLIMATOLOGY DATA IS PROVIDED TO TEXAS A&M UNIVERSITY AT KINGSVILLE, THE KINGSVILLE INDEPENDENT SCHOOL DISTRICT, THE USDA AND THE CHAMBER OF COMMERCE. OTHERS ON AN "AS NEEDED" BASIS.

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

YES. U. S. BORDER PATROL REGIONAL OFFICE IS SCHEDULED TO RESIDE AND OPERATE OUT OF NAS KINGSVILLE IN JUNE 94.

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Mission Requirements (cont.)

Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: NAS KINGSVILLE

Month	% of Hours ³ VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	78	22	9.4	10%
Feb.	82	18	7.3	10%
Mar.	84	16	4.9	10%
Apr.	85	18	3.2	10%
May	92	8	1.4	10%
June	97	3	0.5	10%
July	99	1	0.2	10%
Aug.	98	2	0.4	10%
Sept.	96	4	0.5	10%
Oct.	94	6	0.8	10%
Nov.	88	12	4.4	10%
Dec.	83	17	6.8	10%

DATA FOR LAST COLUMN NOT AVAILABLE. ANNUAL AVERAGE IS 10%. THE LARGEST PERCENTAGE OF IMC CONDITIONS OCCUR DURING NOVEMBER THROUGH APRIL AS A RESULT OF COLD FRONTS WHICH STALL OVER THE GULF OF MEXICO. PREVAILING WEATHER DURING THIS PERIOD INCLUDES LOW STRATUS, DRIZZLE AND FOG WHICH NORMALLY DISSIPATES BY 1000L. INCREASED CEILINGS AND VISIBILITY OCCUR DURING THE AFTERNOON HOURS DUE TO RADIATIONAL HEATING.

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

10%
 12% for T-2
 10% for T-4
 T-45 not enough operational data available but initial planning factor is 12%

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of the year? NO. NORMAL WEATHER CONDITIONS DO NOT POSE A CHRONIC PROBLEM.

NORMAL OPERATING HOURS, 0800-2200, M-F 5 DAYS A WEEK

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

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Facilities

Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain. NO
2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations? NO
 - a. If scheduling problems are encountered, list all reasons. N/A
3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No) NO
 - a. If yes, state all reasons.
N/A
4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No) NO
 - a. If yes, list all changes. N/A
5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling ks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.
KINGS 1, KINGS 2, CHASE 1, CHASE 2, CHASE 3, R-6312, IR 135, IR 136, IR 147, IR 148, IR 149, IR 166, IR 167, VR 151, VR 168, **4632C**
6. If installation does not schedule/manage any airspace, then identify airspace used for local training.
N/A

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Facilities (cont.)

Air Space and Flight Training Areas (cont.)

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No) NO.
- What is the status of each environmental analysis and supplement?
- Were there any problems associated with the analysis?
- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports. AREAS IN OPERATION PRIOR TO THE ENACTMENT OF NEPA.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? NO
- List those documented in Flight Information Publication (FLIP) and those you have concerns about. N/A
- Do any of these NSAs affect or threaten the quality of training or mission? N/A

c. Are there any known civilian/commercial encroachments with each piece of airspace? NO
- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.) N/A

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals) NO
- Explain proposal and give status (to include community reactions) N/A
- What was the primary rationale supporting expansion? N/A

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.) YES. SEE FACILITIES, PARA A.10

f. What is the published availability of each airspace? SEE FACILITIES, PARA A.10
- How many hours (average per year for 1990 thru 1993) was the airspace scheduled? SEE FACILITIES, PARA A.10
- How many hours were actually used (average per year for 1990 thru 1993, total of all users)? SEE FACILITIES, PARA A.10
- State reasons for difference between scheduled and actually used. WEATHER, AIRCRAFT AVAILABILITY

g. Is it possible to increase utilization of the airspace? (Yes or No) YES

h. Can it be expanded in volume and/or hours of use? (Yes or No) YES

i. Describe the volume or area of the airspace. SEE FACILITIES, PARA A.10

j. What percentage of the airspace is usable? 100%. *Theoretically, the entire airspace is usable. In practice, small quantities are not used due to proximity to other areas, lack of ground references, lack of suitable navigators, etc.*

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Facilities (cont.)

7. Air Space and Flight Training Areas (cont.)

8. Potential For Growth in Training Airspace (Area)

- a. Is expansion possible? (Yes or No) **YES**
 - If yes, give an estimate of the percentage of increase and rationale for your estimate **YES, IT IS POSSIBLE TO INCREASE AIRSPACE 300 % DUE TO THE SMALL AMOUNT OF AIR TRAFFIC IN SOUTH TEXAS. ON A TYPICAL DAY, NAS KINGSVILLE LAUNCHES AN AVERAGE OF 8 FLIGHTS PER HOUR WHICH REQUIRE LOCAL AIRSPACE. LOCAL AIRSPACE CAN ACCOMMODATE 36 FLIGHTS PER HOUR WITH THE FOLLOWING MIX: KINGS 1 AND 2 MOA-6, CHASE 1 MOA-3, CHASE 2 MOA-2, CHASE 3 MOA-3, W-228-22. THESE CALCULATIONS ARE BASED ON AN AVERAGE WORKING BLOCK OF 484 SQ NM. VERTICALLY SEPARATING AIRCRAFT WITHIN THE BLOCKS WOULD PROVIDE AN ADDITIONAL WORKLOAD BEYOND THE 300 % INCREASE.**
- b. Will current access remain the same (status quo)? (Yes or No) **YES**
- c. Are reductions expected? (Yes or No) **NO**
 - If yes, give an estimate of the percentage of decrease and rationale for your estimate **N/A**
- d. Do current special use airspace and training areas meet all training requirements? (Yes or No) **YES**
 - Can some of your training requirements only be met by deployed, off-station training? (Yes or No) **YES, CARRIER QUALIFICATION**
 - If not, what degradation is experienced? **Explain/identify N/A**

Commercial Aviation Impact

- a. Is the installation joint-use (CIVILIAN/MILITARY)? **YES/NO. NO**
- b. Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the installation.
 - CORPUS CHRISTI INTL AIRPORT**
 - BISHOP MUNICIPAL AIRPORT**
 - KLEBERG COUNTY AIRPORT**
 - ALICE INTL AIRPORT**
 - FALFURIAS MUNICIPAL AIRPORT**
 - NUECES COUNTY AIRPORT**
 - JIM HOGG COUNTY AIRPORT**
 - DUVAL COUNTY AIRPORT**
- c. Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? **Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc. NO**
 - Describe the impact. **N/A**

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FACILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

AIRSPACE DESIGNATOR: **KINGS 1**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) **MOA / ATCAA**
- b. Dimensions (nmi. x nmi. x ft) **80 x 70 x 29000 8000-FL350**
- c. Distance from main airfield **10 NM**
- d. Time en route from main airfield **37 MIN**
- e. Controlling agency **HOUSTON CENTER**
- f. Scheduling agency **TW-2**
- g. Are canned/stereo airways needed to access air space? **YES - NO**
 - If so, how many? **0**
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? **IFR**
- h. Is the airspace under radar coverage? **YES**
 - If so who provides the coverage? **NAS KINGSVILLE**
- i. Is the airspace under communications coverage? **YES**
 - If so who provides the coverage? **NAS KINGSVILLE**
- j. Number of low level airways (below 18,000 ft) that bisect airspace **NONE**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace **ONE**
- l. Total number of sorties/movements flown in FY 1990 thru 1993
 - By your service **12,171 (1)**
 - By other services (including reserves and national guard) **UNKNOWN**
- m. Total number of available hours in FY 1990 thru 1993 **11,692**
- n. Total number of scheduled hours in FY 1990 thru 1993
 - By your service **11,792**
 - By other services (including reserves and national guard) **UNKNOWN**
- o. Total number of hours used
 - By your service **11,792**
 - By other services (including reserves and national guard) **UNKNOWN**
- p. Types of training permitted **ALL REQUIRED FOR STRIKE EXCEPT ONAV, CARQUAL AND WEAPONS**

NOTE: (1) FY 93 DATA ONLY. FY 90-92 DATA TO BE PROVIDED AT A LATER DATE BY TRAINING WING 2.

TW-2

CLOSE HOLD

ilities (cont.)

A. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: **KINGS 2**

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) **MOA/ATCAA**
- b. Dimensions (nmi. x nmi. x ft) **19 x 23 x ~~20000~~ 13000 - FL350**
- c. Distance from main airfield **OVERHEAD**
- d. Time en route from main airfield **2 MIN**
- e. Controlling agency **HOUSTON CENTER**
- f. Scheduling agency **TW-2**
- g. Are canned/stereo airways needed to access air space? **YES NO**
 - If so, how many? **1 N/A**
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? **~~IFR~~ N/A**
- h. Is the airspace under radar coverage? **YES**
 - If so who provides the coverage? **NAS KINGSVILLE**
- i. Is the airspace under communications coverage? **YES**
 - If so who provides the coverage? **NAS KINGSVILLE**
- j. Number of low level airways (below 18,000 ft) that bisect airspace **NONE**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace **ONE**
- l. Total number of sorties/movements flown in FY 1990 thru 1993
 - By your service **12,171**
 - By other services (including reserves and national guard) **UNKNOWN**
- m. Total number of available hours in FY 1990 thru 1993 **11,692**
- n. Total number of scheduled hours in FY 1990 thru 1993
 - By your service **11,792**
 - By other services (including reserves and national guard) **UNKNOWN**
- o. Total number of hours used
 - By your service **11,792**
 - By other services (including reserves and national guard) **UNKNOWN**
- p. Types of training permitted **ALL REQUIRED FOR STRIKE EXCEPT ONAV, CARQUAL, WEAPONS, TAC FORM, ACM AND GUNNERY**

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FACILITIES (CONT.)

9. AIR SPACE AND FLIGHT TRAINING AREAS (CONT.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: CHASE 1

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA / ATCAA
- b. Dimensions (nmi. x nmi. x ft) 45 x 45 x ~~26000~~ 11000 - FL350
- c. Distance from main airfield 30 NM
- d. Time en route from main airfield 6 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency TW-2
- g. Are canned/stereo airways needed to access air space? YES NO
- If so, how many? 2 N/A
- If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR N/A
- h. Is the airspace under radar coverage? YES
- If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
- If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace NONE
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace ONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993
- By your service 480
- By other services (including reserves and national guard) UNKNOWN
- m. Total number of available hours in FY 1990 thru 1993 11,692
- n. Total number of scheduled hours in FY 1990 thru 1993
- By your service 952
- By other services (including reserves and national guard) UNKNOWN
- o. Total number of hours used
- By your service 952
- By other services (including reserves and national guard) UNKNOWN
- p. Types of training permitted ALL REQUIRED FOR STRIKE EXCEPT ONAV, CARQUAL, WEAPONS AND GUNNERY

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FACILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: CHASE 2

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA / ATCAA
- b. Dimensions (nmi. x nmi. x ft) 38 x 24 x 26000 9000-FL350
- c. Distance from main airfield 70 NM
- d. Time en route from main airfield 14 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency TW-2
- g. Are canned/stereo airways needed to access air space? YES
 - If so, how many? 1
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace NONE
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993
 - By your service 480
 - By other services (including reserves and national guard) UNKNOWN
- m. Total number of available hours in FY 1990 thru 1993 11,692
- n. Total number of scheduled hours in FY 1990 thru 1993
 - By your service 952
 - By other services (including reserves and national guard) UNKNOWN
- o. Total number of hours used
 - By your service 952
 - By other services (including reserves and national guard) UNKNOWN
- p. Types of training permitted ALL REQUIRED FOR STRIKE EXCEPT ONAV, CARQUAL, WEAPONS AND GUNNERY

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FACILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: CHASE 3

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA/ATCAA
- b. Dimensions (nmi. x nmi. x ft) 52 x 58 x 29000 8000 - FL350
- c. Distance from main airfield 30 NM
- d. Time en route from main airfield 6 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency TW-2
- g. Are canned/stereo airways needed to access air space? YES
 - If so, how many? 2
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace NONE
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993
 - By your service 1200
 - By other services (including reserves and national guard) UNKNOWN
- m. Total number of available hours in FY 1990 thru 1993 11,692
- n. Total number of scheduled hours in FY 1990 thru 1993
 - By your service 3988
 - By other services (including reserves and national guard) UNKNOWN
- o. Total number of hours used
 - By your service 3988
 - By other services (including reserves and national guard) UNKNOWN
- p. Types of training permitted ALL REQUIRED FOR STRIKE EXCEPT ONAV, CARQUAL, AND WEAPONS

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FACILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: W-228

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) **WARNING AREA**
- b. Dimensions (nmi. x nmi. x ft) 93 x 125 x ~~45000~~ **SURF - FL450**
- c. Distance from main airfield **40 NM**
- d. Time en route from main airfield **8 MIN**
- e. Controlling agency **HOUSTON CENTER**
- f. Scheduling agency **NAS CORPUS CHRISTI**
- g. Are canned/stereo airways needed to access air space? **NO**
 - If so, how many? **N/A**
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? **N/A**
- h. Is the airspace under radar coverage? **YES**
 - If so who provides the coverage? **NAS CORPUS CHRISTI**
- i. Is the airspace under communications coverage? **YES**
 - If so who provides the coverage? **NAS CORPUS CHRISTI**
- j. Number of low level airways (below 18,000 ft) that bisect airspace **NONE**
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace **NONE**
- l. Total number of sorties/movements flown in FY 1990 thru 1993 **31,832**
 - By your service **UNKNOWN**
 - By other services (including reserves and national guard) **UNKNOWN**
- m. Total number of available hours in FY 1990 thru 1993 **CONTINUOUS**
- n. Total number of scheduled hours in FY 1990 thru 1993 **18,184**
 - By your service ~~UNKNOWN~~ **18184**
 - By other services (including reserves and national guard) **UNKNOWN**
- o. Total number of hours used **13,096**
 - By your service ~~UNKNOWN~~ **13096**
 - By other services (including reserves and national guard) **UNKNOWN**
- p. Types of training permitted **ALL REQUIRED FOR STRIKE EXCEPT ONAV AND WEAPONS**

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CLOSE HOLD

FACILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: A-632C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
ALERT AREA

b. Dimensions (nmi. x nmi. x ft) 519 SQ MILES x 18000 SURF - FL180

c. Distance from main airfield OVERHEAD

d. Time en route from main airfield 1 MIN

e. Controlling agency HOUSTON CENTER

f. Scheduling agency N/A CONTINUOUS AIRSPACE

g. Are canned/stereo airways needed to access air space? NO

- If so, how many? N/A

- If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A

h. Is the airspace under radar coverage? YES

- If so who provides the coverage? NAS KINGSVILLE

i. Is the airspace under communications coverage? YES

- If so who provides the coverage? NAS KINGSVILLE

j. Number of low level airways (below 18,000 ft) that bisect airspace TWO

k. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE

l. Total number of sorties/movements flown in FY 1990 thru 1993

- By your service UNKNOWN

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

m. Total number of available hours in FY 1990 thru 1993 CONTINUOUS

n. Total number of scheduled hours in FY 1990 thru 1993

- By your service UNKNOWN

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

o. Total number of hours used 13,096

- By your service UNKNOWN

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

p. Types of training permitted STRIKE INITIAL STAGE FAMILIARIZATION, FORMATION
AND NIGHT FORMATION

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CLOSE HOLD

FACILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: R-6312

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
RESTRICTED AREA
- b. Dimensions (nmi. x nmi. x ft) 140 SQ MILES x 12000 SURF - 12000
- c. Distance from main airfield 60 NM
- d. Time en route from main airfield 12 MIN (depending on runway)
- e. Controlling agency FAA, ARTCC, HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE
- g. Are canned/stereo airways needed to access air space? YES NO
- If so, how many? 2 N/A
- If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR N/A
- h. Is the airspace under radar coverage? YES
- If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
- If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace NONE
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993 1393 (FY93 ONLY)
- By your service 266
- By other services (including reserves and national guard) 1127
- m. Total number of available hours in FY 1990 thru 1993 4235 (FY93 ONLY)
- n. Total number of scheduled hours in FY 1990 thru 1993 478.25 (FY93 ONLY)
- By your service 164
- By other services (including reserves and national guard) 314.25
- o. Total number of hours used 223.25 (FY93 ONLY)
- By your service 42
- By other services (including reserves and national guard) 181.25
- p. Types of training permitted STRIKE WEAPONS TRAINING

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N44331
5/11/94

CLOSE HOLD

A. Air Space and Flight Training Areas (cont.)

List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: IR-135

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 8 NM WIDE, 3000' X 9000'
- c. Distance from main airfield 19 NM
- d. Time en route from main airfield 5 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE/COMTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many?
 - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace IR-147, IR-166, IR-167
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
- l. Total number of sorties/movements flown in FY 1990 thru 1993 1,095
 - By your service 1,090
 - By other services (including reserves and national guard) 5
- m. Total number of available hours in FY 1990 thru 1993 17,520
- n. Total number of scheduled hours in FY 1990 thru 1993 1,095
 - By your service 1,090
 - By other services (including reserves and national guard) 5
- o. Total number of hours used
 - By your service 1,021
 - By other services (including reserves and national guard) 1.2
- p. Types of training permitted ROAD RECON AND SIMULATED ATTACKS

CLOSE HOLD

A. Air Space and Flight Training Areas (cont.)

List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: IR-136

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 5 NM WIDE SFC TO 2000'
- c. Distance from main airfield 38 NM
- d. Time en route from main airfield 9 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE/COMTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many?
 - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace VR 1105/1106, VR 1120/1121, VR 1122/1123
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
- l. Total number of sorties/movements flown in FY 1990 thru 1993 34.3
 - By your service 18.3
 - By other services (including reserves and national guard) 16
- m. Total number of available hours in FY 1990 thru 1993 17,520
- n. Total number of scheduled hours in FY 1990 thru 1993 34.3
 - By your service 18.3
 - By other services (including reserves and national guard) 16
- o. Total number of hours used 32.4
 - By your service 19.4
 - By other services (including reserves and national guard) 13
- p. Types of training permitted NAVIGATIONAL TRAINING

CLOSE HOLD

Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: IR 147

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 4 NM 3000' X 9000'
- c. Distance from main airfield 49 NM
- d. Time en route from main airfield 12 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE/COMTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many?
 - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace IR 166, IR 135, VR 150
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
- l. Total number of sorties/movements flown in FY 1990 thru 1993 2
 - By your service 0
 - By other services (including reserves and national guard) 2
- m. Total number of available hours in FY 1990 thru 1993 18,250
- n. Total number of scheduled hours in FY 1990 thru 1993 2
 - By your service 0
 - By other services (including reserves and national guard) 2
- o. Total number of hours used 2.3
 - By your service 0
 - By other services (including reserves and national guard) 2.3
- p. Types of training permitted ROAD RECON

CLOSE HOLD

A. Air Space and Flight Training Areas (cont.)

List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: IR 148

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 3 NM 500' TO 2000'
- c. Distance from main airfield 75 NM
- d. Time en route from main airfield 19 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE/COMTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many?
 - If so, what types (i.e., IFR, VFR, or altitude reservation)?
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace VR 1120/1121
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace YES
- l. Total number of sorties/movements flown in FY 1990 thru 1993 703
 - By your service 185
 - By other services (including reserves and national guard) 518
- m. Total number of available hours in FY 1990 thru 1993 24,090
- n. Total number of scheduled hours in FY 1990 thru 1993 703
 - By your service 185
 - By other services (including reserves and national guard) 518
- o. Total number of hours used 550.8
 - By your service 217.1
 - By other services (including reserves and national guard) 333.7
- p. Types of training permitted NAVIGATIONAL TRAINING

CLOSE HOLD

A. Air Space and Flight Training Areas (cont.)

6. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: IR 149

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 5NMx500-3000'
- c. Distance from main airfield 150 NM
- d. Time en route from main airfield 37 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many? N/A
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace
VR 122/123, VR 152, VR 156, VR 168, IR 170
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993 40
 - By your service 2
 - By other services (including reserves and national guard) 38
- m. Total number of available hours in FY 1990 thru 1993 24,090
- n. Total number of scheduled hours in FY 1990 thru 1993 40.9
 - By your service 2
 - By other services (including reserves and national guard) 38.9
- o. Total number of hours used 19.6
 - By your service 2.5
 - By other services (including reserves and national guard) 17.1
- p. Types of training permitted NAVIGATIONAL TRAINING

CLOSE HOLD

A. Air Space and Flight Training Areas (cont.)

List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: IR 166

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 5NMxSFC-2000'
- c. Distance from main airfield 28 NM
- d. Time en route from main airfield 7 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many? N/A
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace
IR 167, IR 135, IR147
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993 55
 - By your service 6
 - By other services (including reserves and national guard) 49
- m. Total number of available hours in FY 1990 thru 1993 26,280
- n. Total number of scheduled hours in FY 1990 thru 1993 8.95
 - By your service 4.7
 - By other services (including reserves and national guard) 4.25
- o. Total number of hours used 8.95
 - By your service 4.7
 - By other services (including reserves and national guard) 4.25
- p. Types of training permitted NAVIGATIONAL TRAINING

CLOSE HOLD

Air Space and Flight Training Areas (cont.)

J. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: IR 167

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 5NMxSFC-2000'
- c. Distance from main airfield 65 NM
- d. Time en route from main airfield 16 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many? N/A
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace
IR 166, IR 135
- k. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993 52
 - By your service 52
 - By other services (including reserves and national guard) 0
- m. Total number of available hours in FY 1990 thru 1993 26,280
- n. Total number of scheduled hours in FY 1990 thru 1993 77.89
 - By your service 77.89
 - By other services (including reserves and national guard) 0
- o. Total number of hours used 77.89
 - By your service 77.89
 - By other services (including reserves and national guard) 0
- p. Types of training permitted NAVIGATIONAL TRAINING

CLOSE HOLD

^ Air Space and Flight Training Areas (cont.)

5. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: VR 151

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 5NMxSFC-2000'
- c. Distance from main airfield 82 NM
- d. Time en route from main airfield 21 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many? N/A
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace NONE
 - K. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993 206
 - By your service 57
 - By other services (including reserves and national guard) 149
- m. Total number of available hours in FY 1990 thru 1993 23,360
- n. Total number of scheduled hours in FY 1990 thru 1993 111.79
 - By your service 61
 - By other services (including reserves and national guard) 50.79
- o. Total number of hours used 111.79
 - By your service 61
 - By other services (including reserves and national guard) 50.79
- p. Types of training permitted NAVIGATIONAL TRAINING

CLOSE HOLD

Air Space and Flight Training Areas (cont.)

7. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: VR 168

- a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
- b. Dimensions (nmi. x nmi. x ft) 5NMxSFC-2000'
- c. Distance from main airfield 61 NM
- d. Time en route from main airfield 15 MIN
- e. Controlling agency HOUSTON CENTER
- f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO
- g. Are canned/stereo airways needed to access air space? NO
 - If so, how many? N/A
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A
- h. Is the airspace under radar coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- i. Is the airspace under communications coverage? YES
 - If so who provides the coverage? HOUSTON CENTER
- j. Number of low level airways (below 18,000 ft) that bisect airspace
VR 1120, VR 1121, VR 1105, VR 1106, VR 1152, VR 1122, VR 1123
- K. Number of high altitude airways (above 18,000 ft) that bisect airspace NONE
- l. Total number of sorties/movements flown in FY 1990 thru 1993 140
 - By your service 74
 - By other services (including reserves and national guard) 66
- m. Total number of available hours in FY 1990 thru 1993 26,280
- n. Total number of scheduled hours in FY 1990 thru 1993 114
 - By your service 85.5
 - By other services (including reserves and national guard) 28.5
- o. Total number of hours used 114
 - By your service 85.5
 - By other services (including reserves and national guard) 28.5
- p. Types of training permitted NAVIGATIONAL TRAINING

CLOSE HOLD

FACILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT.)

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 3.)

RANGE NAME: McMULLEN TARGET

- a. List the range(s) that your installation controls/manages? McMULLEN TARGET
- b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. R-6312
- c. What is the distance from the installation to the range(s) (primary target or centroid)? 60 NM
- d. What is the size of the range? 2632 ACRES
 - What is the size of the range's(s') impact area(s)? 2 IMPACT AREAS @ 363 ACRES EACH
 - What is the size of the restricted area in which the range lies? 140 SQ MILES
 - What is the altitude ceiling of the range's(s') restricted area(s)? 12,000
- e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment? NO
- f. What other type of restrictions exist? NON-DUD PRODUCING ORDNANCE ONLY
- g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? TW-2 (VT-21/22), 924th TFG (USAF RES), 12th TFW (USAF), 149th TFG (TXANG)
- h. What is the published availability of the range(s)?
 - How many hours (average per year for 1990 thru 1993) was the range(s) scheduled? 478.25 (FY93 ONLY - PRIOR YEARS SCHEDULED BY NAS CHASE FIELD)
 - How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)? 223.25 (FY93 ONLY)
 - Utilization (average used/average scheduled x 100 = %) 46.7%
 - Give reasons for non-use. WEATHER, STUDENT/INSTRUCTOR/AIRCRAFT NON-AVAILABILITY
- i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. NO
 - What are the associated FSWD/ASWS restrictions? N/A
- j. Does the range(s) have any special weapons capability? NO
 - What are the associated special weapons restrictions? N/A
- k. Does the range(s) have electronic warfare capability? NO
 - What are the associated electronic warfare restrictions? N/A
- l. Are there any noise sensitive area (NSAs) associated with the range(s)? NO
 - Do any of the NSAs affect or threaten the quality of training? N/A
- m. Are there commercial/civilian encroachment problems associated with the range(s)? NO
 - Do any of these encroachments affect or threaten the quality of training? N/A
- n. Describe problems (if any) with hazardous material/waste/ordnance disposal? NONE
- o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range? 3
 - ACTIVE ISSA'S WITH USERS LISTED ABOVE
 - Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? NO
- p. Is it possible to increase utilization of the range(s) (expand hours, volume)? YES
- q. Are there any planned range real property expansions? Describe. NO
 - What is community reaction to your proposal? N/A

CLOSE HOLD

UTILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT)

12. List all the other air-to-ground training ranges not controlled or managed by your installation within 100 nmi. For each range, provide the following data:

RANGE NAME: NONE

- a. Location NA
- b. Distance from main airfield NA
- c. Time en route from main airfield NA
- d. Controlling agency NA
- e. Scheduling agency NA
- f. Are canned/stereo airways needed to access air space? NA
 - If so, how many? NA
 - If so, what types (i.e., IFR, VFR, or altitude reservation)? NA
- g. Is the airspace under radar coverage? NA
 - If so who provides the coverage? NA
- h. Is the airspace under communications coverage? NA
 - If so who provides the coverage? NA
- i. Number of low level airways (below 18,000 ft) that bisect airspace NA
- j. Number of high altitude airways (above 18,000 ft) that bisect airspace NA
- k. Total number of sorties flown in FY 1990 thru 1993
 - By your service NA
 - By other services (including reserves and national guard) NA
- l. Total number of available hours in FY 1990 thru 1993 NA
- m. Total number of scheduled hours in FY 1990 thru 1993 NA
 - By your service NA
 - By other services (including reserves and national guard) NA
- n. Total number of hours used NA - By your service 42 (FY93)
 - By other services (including reserves and national guard) NA
- o. Types of training permitted NA

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.

AIRWAYS: V17 - 25 NM WEST / V550 - 30 NM NNW / V161-568 - 35 NM NE / J-121 - 25 NM WEST / J-25 - 35 NM NE

APPROACHES: 3 TACAN APPROACHES AT NALF ORANGE GROVE - 35 NM NW / 1 LOCALIZER AND 2 VOR APPROACHES AT ALICE INTL AIRFIELD - 45 NM NW

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect. NO

CLOSE HOLD

LITIES (CONT.)

A. AIR SPACE AND FLIGHT TRAINING AREAS (CONT)

CINATRA NS
5-18-54

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.

NO YES. ILS AT NAS CORPUS CHRISTI IS PLANNED FOR FY95. THIS CHANGE WILL HAVE NO EFFECT ON AIR STATION OPERATIONS. HOWEVER, THE INSTALLATION OF AN ILS/PAR (AUG '94) AT NAMP ORANGE GROVE WILL ALLOW LOCAL INSTRUMENT OPERATIONS (OUTLINE) TO BE CONDUCTED FROM/AT ORANGE GROVE.

CINATRA NS

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.

NO

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

NO

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?

NO

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

YES

20. Is there airspace within 50 NM which permits advanced fighter training?

YES

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

YES

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

NO

23. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Training *	Terrain Feature or Overwater Requirement
INTERMEDIATE STRIKE	OVERWATER FOR CQ
ADVANCED STRIKE	OVERWATER FOR CQ

* USE APPROPRIATE NAVY, AIR FORCE, OR ARMY SYLLABUS OF TRAINING LIST

CLOSE HOLD

FACILITIES (CONT.)

AIR SPACE AND FLIGHT TRAINING AREAS (CONT)

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.

NO YES. ILS AT NAS CORPUS CHRISTI

2
CINATRA 43

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.

NO

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

NO

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?

NO

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

YES

Is there airspace within 50 NM which permits advanced fighter training?

YES

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

YES Some general use airspace would need to be designated "alert areas" if flight ops exceeded 250,000 operations per year.

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22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

NO

23. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Training *	Terrain Feature or Overwater Requirement
INTERMEDIATE STRIKE	OVERWATER FOR CQ
ADVANCED STRIKE	OVERWATER FOR CQ

* USE APPROPRIATE NAVY, AIR FORCE, OR ARMY SYLLABUS OF TRAINING LIST

CLOSE HOLD

FACILITIES (CONT.)

Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name: NAS KINGSVILLE, TEXAS

a. Location KINGSVILLE, TEXAS 27-30N - 097-49W

b. Distance from main field: N/A

c. Does the airfield have more than one runway complex that can conduct independent flight operations? NO

d. Does the airfield have parallel or dual offset runways? YES

2
NATRA NS - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? YES NO, NOT AT THE SAME TIME PERIOD. IF AIRCRAFT HAVE ADEQUATE IFR SEPARATION,

e. Does the airfield have full-length parallel taxiways? YES DUAL IFR OPERATIONS CAN BE CONDUCTED.

f. Does the airfield have high speed taxiways? NO

g. Does the airfield have a crosswind runway? YES

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

i. How much capacity is lost? N/A

j. What percent of the time do conditions force the crosswind runway to be used? 37%

k. Is the airfield equipped to support IFR flight operations? YES

l. Is the airfield owned by your service or leased? OWNED BY NAVY

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

THE AIRFIELD CONTAINS CARRIER BOXES AND ASSOCIATED LIGHTING FOR THE TRAINING OF NAVY AND MARINE CORPS STRIKE PILOTS

CLOSE HOLD

FACILITIES (CONT.)

Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name: NALF ORANGE GROVE , TEXAS

- a. Location ORANGE GROVE TEXAS 27-54N - 098-03W
- b. Distance from main field: 26 NM NW
- c. Does the airfield have more than one runway complex that can conduct independent flight operations? NO
- d. Does the airfield have parallel or dual offset runways? NO
- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? N/A
- e. Does the airfield have full-length parallel taxiways? YES
- f. Does the airfield have high speed taxiways? NO
- g. Does the airfield have a crosswind runway? YES
- h. If conditions force the use of this runway, does the airfield lose flight ops capacity? NO
- i. How much capacity is lost? N/A
- j. What percent of the time do conditions force the crosswind runway to be used? 45%
- k. Is the airfield equipped to support IFR flight operations? NO
- l. Is the airfield owned by your service or leased? OWNED BY NAVY
- n. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
THE AIRFIELD CONTAINS CARRIER BOXES AND ASSOCIATED LIGHTING FOR THE TRAINING OF NAVY AND MARINE CORPS STRIKE PILOTS

CLOSE HOLD

ilities (cont.)

2. Airfields (cont.)

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

NAS KINGSVILLE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	706,398	706,398	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	266,011	266,011	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	300,767	271,516	29,251	0
116-XXX	Dangerous Cargo Pad	SY	121,497	121,497	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	153,726	153,726	0	0

CLOSE HOLD

Facilities (cont.)

Airfields (cont.)

NAS KINGSVILLE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	200	200	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	71,989	71,989	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	85,870	85,870	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	4,498	4,498	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	335,223	290,558	44,665	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	271,165	270,591	574	0

CLOSE HOLD

LF ORANGE GROVE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate / Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	350,489	350,489	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	164,700	164,700	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	10,000	10,000	0	0
116-XXX	Dangerous Cargo Pad	SY	41,666	41,666	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	7,930	7,930	0	0

CLOSE HOLD

ilities (cont.)

Airfields (cont.)

NALF ORANGE GROVE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	960	960	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	832	832	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	177,568	177,568	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	1,568	0	1,568	0

CLOSE HOLD

TEXAS TERRACE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate / Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	706,398 0	0	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	266,011 0	0	0	0 CNATRA 706 jre
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	300,767 0	0	0	0
116-XXX	Dangerous Cargo Pad	SY	121,497	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	153,726	0	0	0

CLOSE HOLD

ilities (cont.)

2. Airfields (cont.)

TEXAS TERRACE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	11,356	11,356	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	13,616	13,616	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	25,199	25,199	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	12,937	12,937	0	0

CLOSE HOLD

CMULLEN TARGET RANGE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandar d/ Semi-Permanent	Inadequate / Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	800	800	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	0	0	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	0	0	0	0
116-XXX	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	0	0	0	0

CLOSE HOLD

ilities (cont.)

2. Airfields (cont.)

McMULLEN TARGET RANGE

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	725,833	638,915	86,918	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	2,137	2,137	0	0

CLOSE HOLD

ilities (cont.)

2. Airfields (cont.)

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Ade-quate/Per-manent	Substan-dard/Semi-Permanent	Inade-quate/Tem-porary
111-10	RUNWAYS	SY	706,398	0	0
112-10	TAXIWAYS	SY	266,011	0	0
113-20	A/C PARKING APRON	SY	263,253	29,251	0
124-30	A/C FUEL STORAGE	GA	2,815,000	0	0
136-30	R/W LIGHTING	LF	31,200	0	0
136-36	SIM CARR LTG	EA	1	0	0
136-45	WH/UP WAVE OFF LTG	EA	8	0	0
136-50	TAXIWAY LTG	LF	25,100	0	0
141-20	A/C FIRE/CRASH	SF	6,162	0	0
141-40	A/C OPER. BLDG.	SF	9,620	0	900
141-87	LOX/NITRO	GA	8,000	0	0
149-30	A/C ARREST GR	EA	11 16	0	0
211-03	CORR CONTROL HGR	SF	31,644	0	0
211-05	MAINT HGR - OH	SF	114,789	0	34,639
211-06	MAINT HGR - 01	SF	36,223	0	0
211-07	MAINT HGR - 02	SF	45,188	7,459	0
211-08	AIRFRAMES	SF	9,238	0	0
211-21	ENG MAINT SHOP	SF	40,245	4,637	0
211-45	AVIONICS	SF	13,160	0	0
211-75	PARACHUTE	SF	7,767	0	0
211-81	ENG TEST CELL	SF	3,420	0	0
211-88	PWR CHK PADS/W	EA	2	0	0
211-89	PWR CHK PADS/WO	EA	2	0	0
610-10	ADMIN OFFICES	SF	81,964	3,612	25,187
111-10	RUNWAYS	SY	350,489	0	0

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112-10	TAXIWAYS	SY	164,700	0	0
113-20	A/C PARKING APRON	SY	10,000	0	0
124-30	A/C FUEL STORAGE	GA	75,000	0	0
136-30	RUNWAY LTG	LF	16,000	0	0
136-36	SIM CARR LTG	EA	1	0	0
136-50	TAXIWAY LTG	LF	17,400	0	0
141-20	A/C FIRE/CRASH	SF	2,882	0	0
111-20	ALCPTR LDG PAD	SY	800	0	0
610-10	ADMIN OFFICES	SF	4,718	0	0

4. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

- a. Facility Type/Code: AIRCRAFT OPERATIONS HGR 760/CCN 141-40
 - b. What makes it inadequate/temporary? THE FACILITY WAS BUILT IN 1942 AND HAS DETERIORATED.
 - c. What use is being made of the facility? SUPPORT MOBILE MINE ASSEMBLY GROUP 15.
 - d. What is the cost to upgrade the facility to substandard/semi-permanent? \$744,000 WILL BRING THE FACILITY TO ADEQUATE FOR MOMAG USE.
 - e. What other use could be made of the facility and at what cost? THE FACILITY COULD EASILY BE USED FOR A SUPPLY WAREHOUSE AT A COST OF \$744,000.
 - f. Current improvement plans and programmed funding: SPECIAL PROJECT RACEM 6-93 WILL PROVIDE ADEQUATE FACILITIES FOR MOMAG USE.
 - g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? C3.
-
- a. Facility Type/Code: AIRCRAFT MAINTENANCE HGR "OH" 760/CCN 211-05
 - b. What makes it inadequate/temporary? THE FACILITY WAS BUILT IN 1942 AND HAS DETERIORATED.
 - c. What use is being made of the facility? SUPPORT MOBILE MINE ASSEMBLY GROUP 15.
 - d. What is the cost to upgrade the facility to substandard/semi-permanent? \$744,000 WILL BRING THE FACILITY TO ADEQUATE FOR MOMAG USE.
 - e. What other use could be made of the facility and at what cost? THE FACILITY COULD EASILY BE USED FOR A SUPPLY WAREHOUSE AT A COST OF \$744,000.
 - f. Current improvement plans and programmed funding: SPECIAL PROJECT RACEM 6-93 WILL PROVIDE ADEQUATE FACILITIES FOR MOMAG USE.
 - g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? C3.
-
- a. Facility Type/Code: ADMINSTRATIVE OFFICES BLDG 700/CCN 610-10
 - b. What makes it inadequate/temporary? THE FACILITY WAS BUILT IN 1942 AND HAS DETERIORATED.
 - c. What use is being made of the facility? COMMAND HEADQUARTERS. HOWEVER, NEW

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FACILITIES ARE BEING CONSTRUCTED AND THE BUILDING WILL BE VACATED IN JAN 95.

d. What is the cost to upgrade the facility to substandard/semi-permanent? THE BUILDING IS SCHEDULED FOR DEMOLITION.

e. What other use could be made of the facility and at what cost? NONE.

f. Current improvement plans and programmed funding: NONE.

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? C3.

a. Facility Type/Code: ADMINISTRATIVE OFFICES BLDG 785/CCN 610-10

b. What makes it inadequate/temporary? THE FACILITY WAS BUILT IN 1942 AND HAS DETERIORATED.

c. What use is being made of the facility? COMMANDER, TRAINING AIR WING TWO HEADQUARTERS.

d. What is the cost to upgrade the facility to substandard/semi-permanent? THE CONSTRUCTION TYPE IS SEMI-PERMANENT AND HAS OUTLIVED ITS USEFUL LIFESPAN. NO PLANS TO UPGRADE THIS FACILITY ARE PROGRAMMED.

e. What other use could be made of the facility and at what cost? NONE.

f. Current improvement plans and programmed funding: SPECIAL PROJECT RAC7-87 WILL RELOCATE THE HEADQUARTERS TO BUILDING 2741 AND WILL PROVIDE ADEQUATE FACILITIES FOR COMTRAWING TWO HEADQUARTERS. THIS PROJECT IS CURRENTLY NOT PROGRAMMED FOR EXECUTION IN THE NEAR FUTURE. NO IMPROVEMENT PLANS ARE PROGRAMMED FOR BUILDING 785.

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? C3.

60241

Facilities (cont.)

C. Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
171-10	ACAD/GEN INST	SF	21,293	0	0
171-20	APPL INST	SF	19,669	0	0
171-35	OP TRAINER	SF	47,000	0	0
179-50	FIRE FIGHTING TRNG	EA	1	0	0
171-20	APPL INST	SF	900	0	0
179-35	A/C WPN TAR RANGE	EA	5	1	0
740-88	EDUC CTR	SF	0	3,471	0
750-30	50M TRNG POOL	EA	1	0	0
179-40	SM ARMS RANGE	EA	0	0	1

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2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

- a. Facility Type/Code: SMALL ARMS RANGE/CCN 179-40
- b. What makes it inadequate/temporary? THE FACILITY WAS COMPLETELY RESTORED IN FY93. ADDITIONAL CRITERIA CHANGES WILL REQUIRE MINOR WORK TO BE ACCOMPLISHED PRIOR TO USE OF THE RANGE. THE CHANGES PERTAIN TO RICOCHET PROTECTIONS.
- c. What use is being made of the facility? THE FACILITY SHOULD BE LISTED AS SUBSTANDARD. NO OTHER USES ARE APPLICABLE.
- d. What is the cost to upgrade the facility to substandard/semi-permanent? \$50,000.
- e. What other use could be made of the facility and at what cost? NONE.
- f. Current improvement plans and programmed funding: A LOCAL PROJECT IS SCHEDULED FOR FY94 EXECUTION.
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? YES.

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CLOSE HOLD

ilities (cont.)

Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
171-10	ACAD/GEN INST	SF	8,260	0	0
171-20	APPL INST	SF	19,669	0	0
171-35	OP TRAINER	SF	47,000	0	0
179-50	FIRE FIGHTING TRNG	EA	1	0	0
171-20	APPL INST	SF	900	0	0
179-35	A/C WPN TAR RANGE	EA	5	1	0
740-88	EDUC CTR	SF	0	3,471	0
750-30	50M TRNG POOL	EA	1	0	0
179-40	SM ARMS RANGE	EA	0	0	1

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

- a. Facility Type/Code: SMALL ARMS RANGE/CCN 179-40
- b. What makes it inadequate/temporary? THE FACILITY WAS COMPLETELY RESTORED IN FY93. ADDITIONAL CRITERIA CHANGES WILL REQUIRE MINOR WORK TO BE ACCOMPLISHED PRIOR TO USE OF THE RANGE. THE CHANGES PERTAIN TO RICOCHET PROTECTIONS.
- c. What use is being made of the facility? THE FACILITY SHOULD BE LISTED AS SUBSTANDARD. NO OTHER USES ARE APPLICABLE.
- d. What is the cost to upgrade the facility to substandard/semi-permanent? \$50,000.
- e. What other use could be made of the facility and at what cost? NONE.
- f. Current improvement plans and programmed funding: A LOCAL PROJECT IS SCHEDULED FOR FY94 EXECUTION.
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? YES.

CLOSE HOLD

ilities (cont.)

D. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your installation. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
T-2C	FIELD TEAM *	X	X		X
TA-4J	FIELD TEAM *	X	X		X
T-45A	X FLD TEAM *	X	X		X

* Scheduled and major depot rework/repair accomplished AT ASSIGNED NAVAL AVIATION Depots. Minor field repairs completed on site by depot field repair teams.

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CLOSE HOLD

Facilities (cont.)

E. Special Military Facilities

4. Is the installation located within 150NM of:

a. Ground Force Installation (active)? YES, FORT SAM HOUSTON, SAN ANTONIO, TX.

b. Rail Access which allows the loading/unloading of heavy equipment? YES, TO THE CITY OF KINGSVILLE, 2 MILES FROM NAS.

c. Deep water port facility? YES, THE CITY OF CORPUS CHRISTI, TX. WHICH IS 50 MILES FROM NAS KINGSVILLE.

5. Does the installation medical treatment facility routinely receive referral patients?

NO

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify. THERE ARE NO UNIQUE MISSIONS AT THE BRANCH MEDICAL CLINIC LOCATED AT NAS KINGSVILLE.

List any weapons storage and handling facilities located at the installation.

Type of Facility	Location	Mission and Capability of Facility
1775, ARMORY	NAS	ANY SMALL ARMS STORAGE
4708, ARMORY	NAS	GENERAL PURPOSE STORAGE
1774, BELTING PLANT	NAS	ROCKET/20MM BUILDUP
3749, INERT STORAGE	NAS	LIQUID PROPELLANT STORAGE

CLOSE HOLD

759A, 759B, 760B, 1778, 2730, 2731, 2732, 2733, READY MAGS	NAS	CLASS A, B AND C AMMO STORAGE
1773, HIGH EXPLOSIVE MAG	NAS	HIGH EXPLOSIVE MAG
1772, FUSE DET.	NAS	FUSE AND DETONATOR CORD STORAGE

CLOSE HOLD

ilities (cont.)

1. Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

Activity Name / Military Service	Description of Activity Role and Degree of Support
924TH TACTICAL FIGHTER GROUP USAFR	PROVIDE BOMB TARGET RANGE SERVICES FOR AIRCRAFT FIRING RANGE TRNG
12TH TACTICAL FIGHTER WING USAF	PROVIDE BOMB TARGET RANGE SERVICES FOR AIRCRAFT FIRING RANGE TRNG
DEFENSE FUEL SUPPLY CENTER DLA	FACILITIES, UTILITIES, LOGISTICS SUPPORT
U. S. IMMIGRATION & NAT. SERVICES USINS	FACILITIES AND UTILITIES SUPPORT
DEFENSE COMMISSARY AGENCY	FACILITIES AND UTILITIES SUPPORT
149TH TACTICAL FIGHTER GROUP TXANG R	PROVIDE BOMB TARGET RANGE SERVICES FOR AIRCRAFT FIRING RANGE TRNG
JOINT TASK FORCE SIX USA	FACILITIES, UTILITIES AND LOGISTICS SUPPORT

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

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
ROTC TEXAS A&M	PROVIDE LAND AND FACILITIES SUPPORT FOR FIELD MANUEVERS

CLOSE HOLD

ilities (cont.)

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.
NO.

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.
YES. AIR STATION PROVIDES TEMPORARY SUPPORT FOR AIR ASSETS OF JTF-6.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?
DUE TO THE LACK OF A TRAINING CARRIER IN THE GULF OF MEXICO, TW-2 DEPLOYS TO THE EAST OR WEST COAST TO UTILIZE FLEET CARRIERS FOR CARRIER QUALIFICATIONS

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate ?

~~40 NM~~ 78 NM to the designated Naval Operations Area.

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4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?
DIRECTLY FROM THE STATION

CLOSE HOLD

ilities (cont.)

A. Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

Airfield Name	Major Use / Capability	Location / Distance
VICTORIA REGIONAL	NONE/VOR/ILS/REFUEL	94 NM NE

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance
NALF ORANGE GROVE	LANDING PATTERN+REFUEL/SAME+ INSTRUMENT TRAINING	26 NM NW
NALF GOLIAD (CLOSED)	NONE/LANDING PATTERN+REFUEL	66 NM N
NAS BEEVILLE (CLOSED)	NONE/LANDING PATTERN+REFUEL	45 NM NW
NAS CORPUS CHRISTI	INSTRUMENT TRAINING/SAME	35 NM NE

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Facility Name	Actual / Proposed Use	Distance
McALLEN INTL	VOR/ILS/LOC/SAME + REFUEL	83 NM SW
RIO GRANDE VALLEY INTL	VOR/ILS/LOC/SAME + REFUEL	75 NM SW.
LAREDO INTL	VOR/ILS/LOC/SAME + REFUEL	86 NM W
BROWNSVILLE/SPI INTL	VOR/ILS/SAME + REFUEL	98 NM S
CORPUS CHRISTI INTL	VOR/ILS/LOC/SAME + REFUEL	23 NM NE
ALICE INTL	VOR/LOC/SAME + REFUEL	22 NM NW

CLOSE HOLD

ilities (cont.)

Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

ESCONDIDO RANCH -- Escondido is a commercially developed hunting ranch located 90 miles from NAS Kingsville. The ranch is a lodge with accommodations for over 50 guests, a guesthouse, convenience food store and nearly 6,800 acres of prime Texas hunting land. Our year round wildlife management program is designed to make your stay at the Escondido Ranch an enjoyable one. Our popular ranch hog hunts are conducted monthly around the full moon and are very successful. We also offer hunts for turkey, quail, deer and other game in season. Other available activities besides hunting are camping, canoeing, fishing, hiking, archery, skeet shooting and just relaxing in the beautiful South Texas countryside.

ROTHR -- "Relocatable Over the Horizon Radar" -- ROTHR is a land based active wide area surveillance system which detects and tracks aircraft and allows for surveillance in accessible areas of the Caribbean and Gulf of Mexico. Its propagation management is inherent in the system. No external data or systems are required.

INSTRUMENT LANDING SYSTEM (ILS) -- The runways are capable of operating under IFR conditions with any type strike aircraft. The MK-1F ILS system consists of two independent navigation systems, the localizer and glideslope. The electronic signals are independently generated and radiated simultaneously to provide guidance signals for precise positioning of an aircraft on the correct approach path for a safe landing on the designated runway.

MCMULLEN TARGET RANGE -- This is a 16,000 acre facility which is operated to provide strike student aviators areas to practice bombing and attack techniques. Further, it is a joint-use target site utilized by the Air Force, Air Force Reserve and Texas Air National Guard.

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed (Yes/No). YES. If so, list the following information:

a. Name or type of facility: **RELOCATABLE OVER THE HORIZON RADAR (ROTHR)**
b. Total SF: **300 ACRES**
c. Cat code: **133-75**
d. Present use: **UNDER CONSTRUCTION. WILL BE UTILIZED FOR DRUG INTERDICTION AND SURVEILLANCE.**

a. Name or type of facility: **U. S. BORDER PATROL HEADQUARTERS**
b. Total SF: **8,000**
c. Cat code: **610-10**
d. Present use: **HEADQUARTERS FOR U. S. BORDER PATROL DISTRICT OFFICES**

CLOSE HOLD

Permit Requirements

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?
IT IS AIR QUALITY CONTROL AREA 14 AS DESIGNATED BY THE TEXAS AIR CONTROL BOARD.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts?

NO

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.

N.A.

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)?

NO

a. If the base is in a maintenance area, identify the regulated pollutant(s).

N.A.

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

A.

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

YES, THERE IS A NATIONAL PARK, PADRE ISLAND NATIONAL SEASHORE WHICH IS LOCATED 15 MILES DUE EAST OF NAS KINGSVILLE.

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc.

NO

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

N.A.

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer?

NO

c. If special actions have been implemented, specify the nature of the actions.

N.A.

Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? YES, SEE QUESTION 3.

CLOSE HOLD

Future Requirements (cont.)

B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

NO

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

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	NONE	NONE	0%
1992	NONE	NONE	0%
1993	NONE	NONE	0%

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	0
1992	1
1993	1

CLOSE HOLD

Future Requirements (cont.)

Encroachment (cont)

4. Is the existing AICUZ study encoded in local zoning ordinances? YES

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications. ATTACHED

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

BOTH THE CITY OF KINGSVILLE AND KLEBERG COUNTY HAVE ADOPTED AICUZ ORDINANCES/REGULATIONS THAT WILL PROVIDE AMPLE PROTECTION FROM ANY FUTURE ENCROACHMENTS. CITY OF KINGSVILLE ORDINANCE #84009 AND KLEBERG COUNTY AIR INSTALLATION ZONING REGULATION.

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

NO

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

THE LAND SURROUNDING THE AIR STATION IS PREDOMINANTLY AGRICULTURE, WITH SPARSE SINGLE FAMILY RESIDENTIAL HOMES. A COUNTY GOLF COURSE AND TENNIS RECREATION CENTER LIES ALONG THE SOUTHWEST BOUNDARY OF THE STATION. KLEBERG COUNTY'S ZONING REGULATION PRECLUDES ANY FUTURE LAND DEVELOPMENT AND THE LAND USE PLAN FOR THE AREA SURROUNDING THIS INSTALLATION IS COVERED BY THIS ZONING REGULATION. THIS REGULATION IS ATTACHED.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? YES/NO. YES.

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors. .33 per month (4/yr)

c. Has the installation implemented noise abatement procedures? YES/NO. NO.

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed. N/A

CLOSE HOLD

Structure Requirements (cont.)

D. Encroachment (cont)

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

- (5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
 - (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
 - (c) Within APZ II at each end of each active runway?
 - (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
 - (e) Between the 65 Ldn and 75 Ldn noise contours?
 - (f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
 - (g) Within the 80 Ldn noise contour and above (if available)?

CLOSE HOLD

Future Requirements (cont.)

Encroachment (cont)

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	17L/R	0	190	0
APZ I		0	1088	0
APZ II		0	368	0

NAS KINGSVILLE

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	31L/R	0	190	0
APZ I		10	1160	0
APZ II		0	869	0

NAS KINGSVILLE

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.

CLOSE HOLD

Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	13L/R	0	190	0
APZ I		2	1018	0
APZ II		0	1379	0

NAS KINGSVILLE

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.
Primary.

Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	35L/R	0	190	0
APZ I		0	1070	0
APZ II		11	672	0

NAS KINGSVILLE

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.
Secondary.

Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

CLOSE HOLD

DNL	Est Pop	Acres	% Incomp L-U
60-65*	<700	5616	0
65-75	<40	7464	0
75-80*	0	1211	0
80+*	0	1047	0

* If available NAS KINGSVILLE

CLOSE HOLD

Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	13	0	130	0
APZ I		<10	389	0
APZ II		<10	676	0

NALF ORANGE GROVE

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.
PRIMARY

Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	19	0	130	0
APZ I		<10	338	0
APZ II		<10	492	0

NALF ORANGE GROVE

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.
Secondary.

Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the

CLOSE HOLD

Following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	01	0	130	0
APZ I		<10	316	0
APZ II		<10	492	0

NALF ORANGE GROVE

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.
Secondary.

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	31	0	130	0
APZ I		<10	492	0
APZ II		<10	1065	0

NALF ORANGE GROVE

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.
Secondary.

10. Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

DNL	Est Pop	Acres	% Incomp L-U
60-65*	< 10	4090	0
65-75	< 10	4580	0
75-80*	0	690	0
80+*	0	325	0

Future Requirements (cont.)

NALF ORANGE GROVE

B. Encroachment (cont)

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

THERE IS NO IMPACT FROM PREVIOUS BRAC REALIGNMENTS.

b. How are local land use plans expected to impact the AICUZ footprints?

THERE IS NO IMPACT.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

N/A

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

- (1) AICUZ recommended height restrictions.
- (2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
- (3) AICUZ recommended development limits for APZ II
- (4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
- (5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
- (6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
- (7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
- (8) Are real estate disclosure statements required by local communities? YES.

RECOMMENDATIONS (ITEMS (1) THRU (7)) HAVE BEEN IMPLEMENTED BY BOTH THE COUNTY UNDER A ZONING REGULATION AND THE CITY THROUGH ORDINANCE #84009.

CLOSE HOLD

THESE ORDINANCES INCORPORATE ALL NAVY AICUZ RECOMMENDATIONS AND ARE FULLY COMPATIBLE WITH NAS KINGSVILLE'S LAND USE CONTROLS FOR FLIGHT OPERATIONS. SEE ATTACHMENTS (1) AND (2).

CLOSE HOLD

Future Requirements (cont.)

Encroachment (cont)

11. Future local/regional community encroachment (cont.)

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

NO DEVELOPMENT EXISTS OR IS ANTICIPATED. NO LONG RANGE GROWTH POTENTIAL EXISTS.

f. Has all clear zone acquisition been completed? YES/NO.

NO. MILCON PROJECT P-208 (UNPROGRAMMED) IS FOR ACQUISITION OF 388 ACRES OF LAND IN THE AIRFIELD SAFETY CLEAR ZONES. CLEAR ZONES ARE CURRENTLY UNDER AVIGATION EASEMENT. CLEAR ZONES FOR THIS PROJECT ARE AT APPROACHES TO RW 17 L/R, 13 L/R AND 31 L/R. ESTIMATED COST IS \$2.6 MILLION.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

YES.

CLOSE HOLD

Future Requirements (cont.)

Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

YES. NAS KINGSVILLE HAS EXCEPTIONAL CAPABILITIES FOR FUTURE EXPANSION OR CHANGE IN MISSION IN ALL THE INFRASTRUCTURE CATEGORIES INDICATED. MOST NOTABLE IS GROUND SPACE. OUR AIRSPACE AND HANGAR SPACE ARE PARTICULARLY AVAILABLE FOR ADDITIONAL TASKING. DEPARTURE OF T-2 AND A-4 WILL MAKE THE SPACES READILY AVAILABLE.

2. What is the availability of off-installation acreage for possible future installation development?
THERE IS A LARGE AMOUNT OF REAL ESTATE ON-STATION AND OFF-STATION THAT IS PRESENTLY AVAILABLE FOR EXPANSION AND FUTURE DEVELOPMENT. SOME ADDITIONAL AICUZ RESTRICTIONS MIGHT BE REQUIRED.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	6150 KW	CPL (6150 KW)	3670 KW	4562 KW
Water (GPD)	2,160,000 GPD 1,650,000 GAL* (*STORAGE CAPACITY)	NAS & SOUTH TEXAS WATER AUTHORITY (1,400,000 GPD)	251,000 GPD	366,000 GPD
Sewage (GPD)	0.6 MGD	IN HOUSE	0.11 MGD	0.54 MGD
Natural Gas (CFH)	80,000 CFH	ENTEX (80,000 CFH)	2,800 CFH	11,500 CFH
Short Term Parking	3750	N/A	2300	2500
High Temp. Water/ Steam Generation/ Distribution	NONE	N/A	N/A	N/A

**NOTE- CAPACITY BASED ON: ELECTRICITY- INCOMING FEEDER TO STATION
WATER- WELL CAPACITY AND WATER STORAGE CAPACITY
WASTEWATER- PLANT CAPACITY
NATURAL GAS- PIPELINE**

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CLOSE HOLD

CLOSE HOLD

ture Requirements (cont.)

C. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

YES. NAS KINGSVILLE HAS EXCEPTIONAL CAPABILITIES FOR FUTURE EXPANSION OR CHANGE IN MISSION IN ALL THE INFRASTRUCTURE CATEGORIES INDICATED. MOST NOTABLE IS GROUND SPACE. OUR AIRSPACE AND HANGAR SPACE ARE PARTICULARLY AVAILABLE FOR ADDITIONAL TASKING. DEPARTURE OF T-2 AND A-4 WILL MAKE THE SPACES READILY AVAILABLE.

2. What is the availability of off-installation acreage for possible future installation development?
THERE IS A LARGE AMOUNT OF REAL ESTATE ON-STATION AND OFF-STATION THAT IS PRESENTLY AVAILABLE FOR EXPANSION AND FUTURE DEVELOPMENT. SOME ADDITIONAL AICUZ RESTRICTIONS MIGHT BE REQUIRED.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	4668 KWH	CPL	2700 KWH	4562 KW
Water (GPD)	380 MGD	STWA	0.251 MGD	0.366 MGD
Sewage (GPD)	0.6 MGD	IN HOUSE	0.11 MGD	0.54 MGD
Natural Gas (CFH)	80,000 CFH	ENTEX	2,800 CFH	11,500 CFH
Short Term Parking	3750	N/A	2300	2500
High Temp. Water/ Steam Generation/ Distribution	NONE	N/A	N/A	N/A

4. Are there any characteristics regarding your utility systems that should be considered?
YES. NAS KINGSVILLE HAS THE CAPABILITY TO OPERATE ON WELL WATER SYSTEMS IN ADDITION TO THE WATER PRESENTLY BEING PIPED IN. THREE WELLS WHICH ARE STILL OPERATING (#4, #5, AND #6) CAN PROVIDE 100% OF STATION REQUIREMENTS FOR AN INDEFINITE PERIOD OF TIME.

ture Requirements (cont.)

CLOSE HOLD

Ability for Expansion (cont.)

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: NAS KINGSVILLE

Land Use	Total Acres	Developed ⁴	Available for Development	
			Restricted ⁵	Unrestricted
Operational	1452	1262	190 AICUZ, ESQD, HERO	0
Training	601	68	533 AICUZ, WETLANDS	0
Research & Development	0	0	0	0
Supply and Storage	61	31	30 AICUZ	0
Admin	87	60	27 AICUZ	0
Housing	100	62	38 AICUZ	0
Recreational	669	120	349 AICUZ	200

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, geological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

CLOSE HOLD

Site Location: TEXAS TERRACE HOUSING

Land Use	Total Acres	Developed ⁶	Available for Development	
			Restricted ⁷	Unrestricted
Operational	0	0	0	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0.2	0.2	0	0
Admin	0.3	0.3	0	0
Housing	26.5	26.5	0	0
Recreational	3.0	3.0	0	0

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, geological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

CLOSE HOLD

Location: NALF ORANGE GROVE TX

Land Use	Total Acres	Developed ⁸	Available for Development	
			Restricted ⁹	Unrestricted
Operational	1592	1348	244 AICUZ	0
Training	0	0	0	0
Research & Development	0	0	0	0
Supply and Storage	0.5	0.4	0.1 AICUZ	0
Admin	2.5	1.5	1.0 AICUZ	0
Housing	0	0	0	0
Recreational	1.0	0.5	0.5 AICUZ	0

Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural arcs. Identify the reason for the restriction when providing the acreage in the above table.

CLOSE HOLD

Location: MCMULLEN TARGET RANGE

Land Use	Total Acres	Developed ¹⁰	Available for Development	
			Restricted ¹¹	Unrestricted
Operational	225.0	225.0	0	0
Training	10,388.32	4000.0	3877.86 BOMB 4388.32 RANGE	0
Research & Development	0	0	0	0
Supply and Storage	0.1	0.1	0	0
Admin	25.46	20.46	0	5.0
Housing	0.1	0.1	0	0
Recreational	6761.12*	5.00	3877.86 BOMB 6756.12 RANGE	0

*CONCURRENT USE WITHIN TOTAL ACRES.

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Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

CLOSE HOLD

Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future

NAS KINGSVILLE'S ATTRIBUTES INCLUDE THE FOLLOWING:

- ADDITIONAL CAPACITY IN UTILITY SYSTEMS; ELECTRICAL, TELECOMMUNICATION, WATER, WASTEWATER AND NATURAL GAS.
- REAL ESTATE AVAILABLE FOR DEVELOPMENT OF NEW MISSION REQUIREMENTS.
- NO ENCROACHMENT PROBLEMS; STRONG SUPPORT FROM THE COUNTY AND CITY AS REFLECTED IN ATTACHED ZONING ORDINANCES.
- OUTSTANDING SUPPORT FROM CIVILIAN WORKFORCE AT NAS.
- PROXIMITY TO COMMERCIAL RAIL AND PORT FACILITIES.
- TWO SETS OF DUAL 8000 FT RUNWAYS.
- OPERATIONAL ILS AND PAR AT NAS.
- ILS AND PAR INSTALLATION AT NALF ORANGE GROVE BUDGETED FOR FY 94.
- LOCAL AIRSPACE WHICH CAN PROVIDE AN ADDITIONAL 300% IN CAPACITY.
- WITHIN 100 NM OF 7 CIVILIAN FIELDS WHICH PROVIDE ILS/LOC AND/OR VOR OPERATIONS.
- ON AVERAGE, THE AIRFIELD IS ^{VFR} ~~VT~~ OR BETTER 90% OF TIME.
- WITHIN 40 NM OF A LARGE WARNING AREA OVER THE GULF OF MEXICO.

CNATRA 43

Manpower Implications

Quality of Life

1. Military Housing

a. Family Housing:

- (1) Do you have mandatory assignment to on-installation housing? (circle) yes no
- (2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate /Permanent	Number Sub-standard/ Semi-permanent	Number Inadequate/ Temporary
Officer	4+	12	12	0	0
Officer	3	23	23	0	0
Officer	1 or 2	25	25	0	0
Enlisted	4+	19	19	0	0
Enlisted	3	105	105	0	0
Enlisted	1 or 2	61	61	0	0

CLOSE HOLD

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate /Permanent	Number Sub-standard/ Semi-permanent	Number Inadequate/ Temporary
Mobile Homes		0	0	0	0
Mobile Home lots		0	0	0	0

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

- a. Facility Type/Code:
- b. What makes it inadequate/temporary?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard/semi-permanent?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

CLOSE HOLD

Manpower Implications (cont.)

A. Quality of Life (cont.)

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

Pay Grade	Number of Bedrooms	Number on List ¹²	Average Wait
O-6/7/8/9	1	N/A	N/A
	2	N/A	N/A
	3	N/A	N/A
	4+	0	0
O-4/5	1	N/A	N/A
	2	N/A	N/A
	3	N/A	N/A
	4+	0	2-3 MOS.
O-1/2/3/CWO	1	N/A	N/A
	2	11	6 MOS.
	3	2	2 MOS.
	4+	0	2-3 MOS.
E7-E9	1	N/A	N/A
	2	N/A	N/A
	3	1	4 MOS.
	4+	1	6-9 MOS.
E1-E6	1	N/A	N/A
	2	11	6 MOS.
	3	8	4 MOS.
	4+	3	6-9 MOS.

¹²As of 31 March 1994.

CLOSE HOLD

Manpower Implications (cont.)

A. Quality of Life (cont.)

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)? **LESS THAN 1%.**

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

Type of Quarters	Utilization Rate
Adequate/Permanent	95.6% 7.38 VACANCY
Substandard/Semi-Permanent	0
Inadequate/Temporary	0

CNATRA N6 JKC

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason? **YES. - UNDERGOING MAINTENANCE CONTRACT PROBLEMS - NO MAINTENANCE CONTRACT SINCE JAN 93. NO PAINT CONTRACT SINCE DEC 93. LEAD PAINT AND ASBESTOS TESTING HAS PLACED AN EXTRA SIX WEEK TURN-AROUND ON CONTRACT EXECUTION.**

(b) BEQ:

(1) Provide the utilization rate for BEQ's for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	33
Substandard/Semi-Permanent	34
Inadequate/Temporary	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason? **NO CHANGE SINCE FY 93. THE OCCUPANCY IS LESS THAN 95% BECAUSE THE BARRACKS WERE CONSTRUCTED IN THE 1960S AND 1970S WHEN THE ENLISTED POPULATION WAS MUCH GREATER. SINCE THEN, THE ENLISTED POPULATION HAS BEEN REDUCED DUE TO THE CONTRACTING FOR AIRCRAFT MAINTENANCE.**

CLOSE HOLD

Manpower Implications (cont.)

A. Quality of Life (cont.)

(c) BOQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	44
Substandard/Semi-Permanent	0
Inadequate/Temporary	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason? **NO CHANGE SINCE FY93. THE OCCUPANCY IS LESS THAN 95% BECAUSE THE BOQ WAS CONSTRUCTED IN THE 1960S WHEN BACHELOR STUDENT AVIATORS WERE REQUIRED TO LIVE ABOARD NAS KINGSVILLE.**

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
*BEQ, BLDG 3740	01 BLDG	63 RMS, 31800 SF	63 RMS, 31800 SF	SEP 95

*** RENOVATION OF EXISTING BARRACKS**

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date. **THERE IS NO MILCON SCHEDULED FOR FAMILY HOUSING/BOQ/BEQ PLANNED FOR FY 94-97.**

CLOSE HOLD

Manpower Implications (cont.)

Quality of Life (cont.)

2. For on-installation MWR facilities¹³ available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS KINGSVILLE

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	19	N
	Outdoor Bays	5	N/A
Arts/Crafts	SF	1470	N
Wood Hobby	SF	1650	N
Bowling	Lanes	8	Y
Enlisted Club	SF	28658	N/A N
Officer's Club	SF	4170	N/A N
Library	SF	3984	N
Library	Books	12000	N
Theater	Seats	0	N/A
ITT	SF	240	N
Museum/Memorial	SF	0	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor)	Lanes	10	N
Beach	LF	0	N/A
Lake	Each	0	N/A
Tennis CT	Each	6	N/A

**
* }

B. PATRICK
CNET N-432
5-11-94

B. PATRICK *
CNET N-432
5-11-94

THE CLUB IS AN ALL-HANDS CONSOLIDATED FACILITY THAT ALSO PROVIDES ENLISTED DINING UNDER A STATION AGREEMENT. THIS FACILITY IS IN NEED OF STRUCTURAL AND COSMETIC RENOVATIONS. IT IS NOT CURRENTLY PROFITABLE, OPERATING AT AN AVERAGE SELF SUFFICIENCY RATE OF 96%.

** BOWLING CENTER INCLUDES A FAST FOOD/SNACK BAR OPERATION

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

CLOSE HOLD

Manpower Implications (cont.)

A. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	2	N/A
Basketball CT (outdoor)	Each	2	N/A
Racquetball CT (in-door/outdoor)	Each	4	N/A
Squash CT	Each	0	N/A
Golf Course	Holes	0	N/A
Driving Range	Tee Boxes	5	Y
Gymnasium	SF	29321	N
Fitness Center	SF	4017	Y
Marina	Berths	0	N/A
Stables	Stalls	21	Y
Rod and Gun Club/Range	Each	1	N/A
Softball Fld	Each	2	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	2142	N
All Weather 400M Track	Lanes	6	N/A
Jogging Trail	Miles	0.625	N/A
Vet Animal Care	SF	787	Y

LOCATION ESCONDIDO RANCH

DISTANCE 90 MILES

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	0	N/A
	Outdoor Bays	0	N/A
Arts/Crafts	SF	0	N/A
Wood Hobby	SF	0	N/A
Bowling	Lanes	0	N/A
Enlisted Club	SF	0	N/A
Officer's Club	SF	0	N/A

CLOSE HOLD

Library	SF	0	N/A
Library	Books	0	N/A
Theater	Seats	0	N/A
ITT	SF	0	N/A
Museum/Memorial	SF	0	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor)	Lanes	0	N/A
Beach	LF	0	N/A
Lake	Each	0	N/A
Tennis CT	Each	0	N/A

CLOSE HOLD

mpower Implications (cont.)

A. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	0	N/A
Basketball CT (outdoor)	Each	0	N/A
Racquetball CT (in-door/outdoor)	Each	0	N/A
Squash CT	Each	0	N/A
Golf Course	Holes	0	N/A
Driving Range	Tee Boxes	0	N/A
Gymnasium	SF	0	N/A
Fitness Center	SF	0	N/A
Marina	Berths	0	N/A
Stables	Stalls	0	N/A
Rod and Gun Club/Range	Each	0	N/A
Softball Fld	Each	0	N/A
Football Fld	Each	0	N/A
Soccer Fld	Each	0	N/A
Youth Center	SF	0	N/A
All Weather 400M Track	Lanes	0	N/A
Jogging Trail	Miles	0	N/A
Hunting Lodge	SF	7600	Y
Vet Animal Care	SF	0	N/A

3. Is your library part of a regional interlibrary loan program? NO.

CLOSE HOLD

Power Implications (cont.)

a. Quality of Life (cont.)

4. Installation Family Support Facilities and Programs

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

Age Category	Capacity (Children)	SF			# of PN on Wait List	Avg Wait (Days)
		Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary		
0-6 Mos	3	520	0	0	10	6 mo.
6-18 Mos	9	1083	0	0	11	6 mo.
18Mos-5yrs	51	1542	0	0	32	6 mo.

An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

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

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list. RESOURCE AND REFERRAL LIST OF LOCAL CHILD CARE PROVIDERS.

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs). NO.

CLOSE HOLD

Manpower Implications (cont.)

Quality of Life (cont.)

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	18,624
* Gas Station	SF	2,244
Auto Repair	SF	0
Auto Parts Store	SF	0
Commissary	SF	14,511
Mini-Mart	SF	800
* * * Package Store	SF	0
* * * Fast Food Restaurants	Each	3 0
Bank/Credit Union	Each	468/819
Family Service Center	SF	5,408
Laundromat	SF	0
Dry Cleaners	Each	0
Alcohol Rehabilitation Center	PN	0
Chapel	PN	3,361
FSC Classroom/Auditorium	PN	4,200

B. PATRICK
CNET N-432
5-11-94

B. PATRICK
CNET N-432
5-11-94

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
CORPUS CHRISTI	50
SAN ANTONIO	150
HOUSTON	250

* GAS STATION FACILITY IS INADEQUATE. IDENTIFIED FOR RENOVATION AND/OR RELOCATION. UNDERGROUND STORAGE TANKS MUST BE REPLACED.

* * PACKAGE STORE PRODUCTS ARE SOLD IN ANNEX AREA IN MAIN RETAIL STORE FACILITY.

* * * INCLUDES (1) SNACK BAR OPERATED AT THE BOWLING CENTER AND (2) ARO SNACK BAR/FOOD 84 OUTLETS LOCATED IN THE HANGARS.
N60241 CLOSE HOLD

CLOSE HOLD

Manpower Implications (cont.)

Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	19.23	10.76
E2	19.23	12.10
E3	3.04	2.24
E4	17.58	12.34
E5	42.16	29.44
E6	28.88	19.66
E7	37.42	25.99
E8	74.33	56.20
E9	54.70	41.52
W1	83.63	63.51
W2	58.05	45.33
W3	62.46	50.78
W4	69.15	61.32
O1E	1.67	1.24
O2E	0	0
O3E	54.74	46.31
O1	0	0
O2	0	0
O3	42.23	35.56
O4	54.85	47.69
O5	67.30	55.66
O6	37.90	31.37
O7	0	0

CHAPTER 2

USE REGULATIONS AND DISTRICTS

ARTICLE C. AIR INSTALLATION OVERLAY DISTRICTS
(OAP-CZ, 1, 2, AND ON2,3)

SECTION:

- 11-2C-1: Statutory Authorization, Findings of Fact, Purpose and Methods
- 11-2C-2: Definitions
- 11-2C-3: General Provisions
- 11-2C-4: Administration and Restrictions
- 11-2C-5: Nonconforming Uses

11-2C-1: STATUTORY AUTHORIZATION, FINDINGS OF FACT,
PURPOSE AND METHODS:

- (A) The legislature of the State of Texas has in 46e-1 and 1011 of Vernon's Civil Statutes delegates the responsibility to local government to adopt regulations to minimize airport hazards and incompatible development. Therefore the City Commission does ordain the following:
 - 1. Airport hazards endanger the lives and property of users of airports and occupants of land in the vicinity of airports.
 - 2. Incompatible and unrestricted development reduces and impairs the utility of the airport, destroys the public investment therein, and undermines the local economy.
- (B) Findings of Fact.
- (C) Purpose.

1. Protect human life and health;
2. Minimize expenditure of public money for land acquisition, easements, or other methods of mitigation;
3. Minimize damage to property from aircraft operations and accidents;

- C) 4. Help maintain a sound local economy and stable tax base by assuring the continued operation and efficiency of the Naval Air Station; and
5. Insure the potential buyers of property are notified the property is near an airport and affected by aircraft operations.
- (D) Methods of Mitigation. In order to accomplish its purposes this Article uses the following methods:
1. Restriction or prohibition of uses sensitive to aircraft noise or that constitutes an incompatible use or risk;
 2. Restriction of minimum lot size, and maximum lot coverage; and
 3. Require construction techniques and materials that achieve minimum noise attenuation levels.

11-2C-2: DEFINITIONS: Unless specifically defined herein, words or phrases used in this Article shall be interpreted to give them the meaning they have in common usage and to give this Article its most reasonable application.

AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ)	1981 NAS Kingsville Zones as developed by the Department of Defense or as subsequently updated.
ACCIDENT POTENTIAL ZONE 1 (APZ-1)	The area beyond the Clear Zone which possesses a significant potential for accidents.
ACCIDENT POTENTIAL ZONE 2 (APZ-2)	An area beyond APZ-2 (or clear zone if APZ-1 is not used) which has a measurable potential for aircraft accidents.
CLEAR ZONE	The area immediately beyond the end of the runway possessing a high potential for accidents.
NOISE ZONE 2:	Areas subject to a sound impact average (Ldn) greater than 65Ldn, but less than 75 Ldn requiring noise attenuation.
NOISE ZONE 3:	Areas subject to a sound impact average (Ldn) greater than 75 Ldn requiring prohibition of certain uses and noise attenuation.

11-2C-3: GENERAL PROVISIONS:

- (A) Land to Which this Article Applies: This Article shall apply to all areas designed as being an Air Installation Compatible Use Zone within the jurisdiction of the City or as may hereafter come within said jurisdiction.
- (B) Basis for Establishing AICUZ Areas: The areas identified by the 1981 Air Installation Compatible Use Zone Composite Map Update for the Kingsville

- (B) Naval Air Station or as hereafter amended are hereby adopted by reference and declared to be a part of this Article.
- (C) Permit Required: A building permit is required to ensure conformance with this Article.
- (D) Compliance: No structure, building, or land shall hereafter be located, moved, built, altered or have its use changed without full compliance with the terms of this Article and other applicable regulations.
- (E) Abrogation and Greater Restrictions: This Article is not intended to repeal, abrogate or impair any existing easements covenants or deed restrictions. However, where this Article or another conflict or overlap, whichever imposes the more stringent restriction shall apply.
- (F) Interpretation. In the interpretation of this Article, all provisions shall be:
1. Considered as minimum requirements;
 2. Liberally construed in favor of the governing body; and
 3. Deemed neither to limit nor repeal any other powers granted under State statute.
- (G) Warning and Disclaimer of Liability. The measures required by this Article are considered reasonable for regulatory purposes and are based on scientific and engineering considerations. Accidents and noise impacts outside of the areas designated may occur. Alteration in flight paths, operations, and aircraft type can increase or decrease the nature of the impact and geographic area affected. This Article does not imply land outside the AICUZ areas will be free from aircraft noise or accidents. This Article does not imply or create liability on the part of the City or any officer or employee thereof for any damages or harm that may result from reliance on this Article or any administrative decision lawfully made thereunder.

11-2C-4: ADMINISTRATION AND RESTRICTIONS:

- (A) Planning Director Designated: The Director of Planning is hereby appointed to administer and implement the provisions of this Article. The Director may assign appropriate duties to the Building Official or other personnel.
- (B) Duties and Responsibilities. The Planning Director's duties shall include, but not be limited to:
1. Maintain and hold open for public inspection all records pertaining to this Article.
 2. Review, approve, deny or otherwise process applications made under the provisions of this Article.
 3. Interpret, as needed, the exact boundaries of noise and accident zones on the AICUZ map. Where actual field conditions or data supplied by licensed public surveyors conflict with the mapped boundary, the Planning Director shall establish the boundary.

B) 4. Any decision or interpretation of Planning Director or regulation of this Article may be appealed to the Zoning Board of Adjustment. Any decision to overturn a ruling by the Planning Director or grant a variance must be supported by findings of fact and specifically enumerated by the Board.

(C) Permit Procedures:

1. Application shall be made by submission of a site plan indicating the location, dimensions, existing and proposed structures, floor area (square footage) of all structures and proposed use(s);

2. Permits shall be issued only upon a finding compliance with the following:

a. Noise Zone 3 - Residential uses (excluding transient lodging when certified by a registered engineer or architect to 35 NLR), correctional institutions, educational services, cultural activities, entertainment assembly, public assembly (auditoriums), resort and group camps are prohibited. All buildings except manufacturing and wholesale trade (warehouses) shall be designed and constructed so as to achieve a noise level reduction (NLR) of twenty five to thirty five decibels (25-35dB [A]). Building plans shall contain certification of achieving 25-35 NLR signed and sealed by a licensed architect or engineer. Alternatively, the plans may be accepted without certification if:

(1) All windows and other glazed panels shall have glass storm panels (panes separated two and three-fourth inch [$2\frac{3}{4}$ "'] minimum), or be glazed with a minimum of one-fourth inch ($\frac{1}{4}$ "') laminated glass, set in a continuous bead of nonhardening glazing compound;

(2) All exterior doors shall be gasketed and weather sealed and be solid core; and

(3) All units shall be equipped with central heating and air conditioning units so as to eliminate the need for opening windows (i.e., no window units);

(4) Wall, ceiling, and floor constructions shall contain a minimum of two (2) layers of gypsum board five-eighths inch ($5/8$ "') and/or gypsum sheathing, and/or exterior grade plywood one-half inch ($1/2$ "') with all unbacked edges filled with acoustical sealant, or they shall be constructed of masonry or concrete; and

(5) No openings or other penetrations of the construction shall induce the noise attenuation to less than the above standard.

b. Noise Zone 2 - All residential buildings in Noise Zone 2 shall conform to the current Building Code and be equipped with central heating and air conditioning. Mobile homes shall comply with applicable standards of the State of Texas.

c. Accident Zones. The following uses are restricted:

(1) Clear Zones. All uses other than agriculture (excluding livestock)

C,2,c,1) and underground utilities are prohibited. Above ground utilities shall be permitted only by special permit approved by the Planning and Zoning Commission.

(2) Accident Potential Zone I (APZ-1) - Residential Uses (excluding transient lodging unless also in Noise Zone 3), petroleum refining and related industries, retail trade for eating and drinking (restaurants, bars), medical facilities, jails, educational facilities, entertainment facilities, sports assembly, auditoriums, outdoor amusements and resort/group camps are prohibited. The minimum lot size in APZ-1 shall be one acre. The maximum floor area ratio (F.A.R.) for all buildings shall be ten percent (10%).

(3) Accident Potential Zone II - (APZ-II) - Petroleum refining and related uses are prohibited. The minimum lot size shall be one acre. The maximum floor area ratio (F.A.R.) for residential uses shall be ten percent (10%).

(D) Variance Procedures:

1. The Zoning Board of Adjustment as established by the City shall hear and render judgments on requests for variances from the requirements of this Title.¹

2. The Board of Adjustment shall hear and render judgment on an appeal only when it is alleged there is an error in the enforcement or administration of this Article.

3. Any person aggrieved by the decision of the Board of Adjustment may appeal such decision in the court of competent jurisdiction.

4. Variance shall be granted only upon (1) a showing of good and sufficient cause; (2) a determination that failure to grant the variance would result in exceptional hardship rather than economic loss to the applicant; and (3) that the conditions causing the hardship are unique to the property in the area and not caused or created by the applicant or some previous owner.

(E) Subdivisions. Subdivisions shall comply with all use and density requirements contained in this Title.

11-2C-5: NONCONFORMING USES: Nothing contained herein shall be construed to require uses or buildings existing legally prior to the adoption of this Article be abandoned.

(A) Nonconforming uses may be continued unless abandoned for a continuous period of six (6) months after which they may not be resumed.

(B) A nonconforming use shall not be changed to any other type of nonconforming use within any AICUZ area.

¹ See Section 11-6-7 of this Code.

- (C) Any nonconforming structure or building may be maintained unless damaged in excess of fifty percent (50%) of the market value of the building or structure. Repairs to a structure or building so damaged shall be in conformance with all current regulations.
- (D) Existing buildings and structures may be remodeled, enlarged, expanded or altered provided additions, expansions and enlargements conform to this Code and the remodeling/alteration does not decrease the degree of conformance. (Ord. 84009, 6-18-84)



KLEBERG COUNTY AIR INSTALLATION ZONING ORDINANCE

SECTION:

- 1-A-1: Statutory Authorization, Findings of Fact, Purpose and Methods
- 1-A-2: Definitions
- 1-A-3: General Provisions
- 1-A-4: Administration and Restrictions
- 1-A-5: Nonconforming Uses
- 1-A-6: Responsibility of developers; sub-divisions
- 1-A-7: Enforcement; Penalty; Remedies

1-A-1: STATUTORY AUTHORIZATION, FINDINGS OF FACTS, PURPOSE AND METHODS

(A) The legislature of the State of Texas has in Chapter 241 of Local Government Code delegated the responsibility to local government to adopt regulations to minimize airport hazards and incompatible development. Therefore the County Commission does ordain the following:

(B) Findings of Fact.

1. An airport hazard endangers the lives and property of users of the airport and of occupants of land in the vicinity of the airport;

2. An airport hazard that is an obstruction reduces the size of the area available for the landing, taking off, and maneuvering of aircraft tending to destroy or impair the utility of the airport and the public investment in the airport;

3. The creation of an airport hazard is a public nuisance and an injury to the community served by the airport affected by the hazard;

4. It is necessary in the interest of the public health, public safety, and general welfare to prevent the creation of an airport hazard;

5. The creation of an airport hazard should be prevented, to the extent legally possible, by the exercise of the police power without compensation;

6. The prevention of the creation of an airport hazard and the elimination, the removal, the alteration, the mitigation, or the marking and lighting of an airport hazard are the public purposes for which a political subdivision may raise and spend public funds and acquire land or interests in land;



7. The Naval Air Station fulfills an essential community purpose by training strike pilot naval aviators to support the nation's defense;

8. The AICUZ footprint has been revised to reflect the results of a recent environmental assessment and analysis of aircraft noise, accident potential, and use compatibility, operational alternatives associated with aircraft use in use and aircraft to be used in the reasonably immediate future;

9. Implementation of the revised AICUZ footprint properly balances the rights of private landowners, the public interest in protecting NAS Kingsville from encroachment and the protecting need to minimize injury to person and property due to noise and accident;

10. The revised AICUZ footprint shall be filed as a matter of public record with the Kleberg County Clerk; and

11. The area covered by the AICUZ footprint referred to in Paragraph 10 above is within the "controlled compatible land use area." Land use recommendations contained in Chief of Naval Operation Instruction (OPNAVINST) 11010.36 series are incorporated by reference and all regulations and rules adopted by the Zoning Board, Zoning Board of Adjustment and any agency created hereunder shall be consistent with the zones defined and created thereunder and the land use limitations created thereunder.

12. Due to changing seasonal wind patterns and its unique runway configuration NAS Kingsville has four (4) primary runways. To determine the most northern, southern, eastern, and western boundaries of the area subject to regulation, the "controlled compatible land use area" as defined in 241.003(7) of the Texas Airport Zoning Act must be measured from the centerline of the runway situated to the outside relative to its adjacent runway.

(C) Purpose.

1. Protect human life and health;
2. Minimize expenditures of public money for land acquisition, easements, or other methods of mitigation;
3. Minimize damage to property from aircraft operations and accidents;
4. Help maintain a sound local economy and stable tax base by assuring the continued operation and efficiency of the Naval Air Station; and



5. Insure that potential buyers of property are notified the property is near an airport and affected by aircraft operations.

(D) Methods of Mitigation.

In order to accomplish its purpose this Article uses the following methods:

1. Restriction or prohibition of uses sensitive to aircraft noise or that constitutes an incompatible use or risk;

2. Restriction of minimum lot size, and maximum lot coverage; and

3. Require construction techniques and materials that will achieve maximum noise attenuation consistent with the purposes herein.

1-A-2: DEFINITIONS

Unless specifically defined herein, words are given the meaning they have in common usage and to give this Article its most reasonable application.

AIR INSTALLATION
COMPATIBLE USE ZONE
(AICUZ)

1992 NAS Kingville Zones are developed by the Department of Defense or as subsequently updated.

ACCIDENT POTENTIAL
ZONE 1 (APZ-1)

The area beyond the Clear Zone which possesses a significant potential for accidents.

ACCIDENT POTENTIAL
ZONE 2 (APZ-2)

An area beyond APZ-1 (or clear zone if APZ-1 is not used) which has a measurable potential for aircraft accidents.

CLEAR ZONE

The area immediately beyond the end of the runway possessing a high potential for accidents.

NOISE ZONE 2

Areas subject to a sound impact average (Ldn) greater than 65 Ldn, but less than 75 Ldn, requiring noise attenuation.

NOISE ZONE 3

Areas subject to a sound impact average (Ldn) greater than 75 Ldn requiring prohibition of certain uses and noise attenuation.



1-A-3: GENERAL PROVISIONS

(A) Land to Which this Article Applies:

This Article shall apply to all areas designated as being an Air Installation Compatible Use Zone within the jurisdiction of the County or as may hereafter come within said jurisdiction, to the extent that such areas lie within the area defined in 241.003 (7) of the Airport Zoning Act.

(B) Basis for Establishing AICUZ Areas:

The shaded areas identified by the 1992 Air Installation Compatible Use Zone Composite Map Update for the Kingville Naval Air Station or as hereafter amended are hereby adopted by reference and declared to be a part of the Article.

(C) Permit Required:

A building permit is required to insure conformance with this Article.

(D) Compliance:

No structure, building, or land shall hereafter be located, moved, built, altered or have its use changed without full compliance with the terms of this Article and other applicable regulations.

(E) Abrogation and Greater Restrictions:

This Article is not intended to repeal, abrogate or impair any existing easements covenants or deed restrictions. However, where this Article or another conflict or overlap, whichever imposes the more stringent restriction shall apply.

(F) Interpretation:

In the interpretation of this Article, all provisions shall be:

1. Considered as minimum requirements;
 2. Liberally construed in favor of the governing body;
- and
3. Deemed neither to limit nor repeal any other powers granted under State statute.

(G) Warning and Disclaimer of Liability:

The measures required by this Article are considered



reasonable for regulatory purposes and are based on scientific and engineering considerations. Accidents and noise impacts outside of the areas designated may occur. Alteration in flight paths, operations, and aircraft type can increase or decrease the nature of the impact and geographic area affected. This Article does not imply land outside the AICUZ areas will be free from aircraft noise or accidents. This Article does not imply or created liability on the part of the County or any officer or employee thereof for any damages or harm that may result from reliance on this Article or any administrative decision lawfully made thereunder.

1-A-4: ADMINISTRATION AND RESTRICTIONS

(A) Airport Zoning Board Established:

(1) The Airport Zoning Board shall administer and implement the provisions of this act. The board shall consist of three (3) members to be appointed for terms of two (2) years. However, the appointing authority may remove a board member for "any reason" during the term. At least one (1) of the members shall be designated by the Commanding Officer of NAS Kingsville to serve as the command representative on such Board, subject to the approval of the appointing authority. A vacancy on the board shall be filled for the unexpired term.

(2) The concurring vote of two (2) members of the Board is necessary to:

- a) Approve or deny an application under the provisions of this article.
- b) Establish the boundary of the noise and accident zones on the AICUZ footprint, consistent with 241.003 of the Texas Airport Zoning Act, where actual field conditions or data supplied by licensed public surveyors conflict with the mapped boundary.

(B) Duties and Responsibilities:

The Airport Zoning Board's duties shall include, but not be limited to:

1. Maintain and hold open for public inspection all records pertaining to this Article.
2. Review, approve, deny or otherwise process applications made under the provisions of this Article.
3. Interpret, as needed, the exact boundaries of noise and accident zones on the AICUZ footprint. Where actual



field conditions or data supplied by licensed public surveyors conflict with the mapped boundary, the Airport Zoning Board shall establish the boundary consistent with 241.003 of the Airport Zoning Act.

4. Any decision or interpretation of the Airport Zoning Board or regulation of this Article may be appealed to the Zoning Board of Adjustment. Any decision to overturn a ruling by the Board or grant a variance must be supported by the findings of fact and specifically enumerated by the Zoning Board of Adjustment.

(C) Permit Procedures:

1. Applications shall be made by submission of a site plan indicating the location, dimensions, existing and proposed structures, floor area (square footage) of all structures and proposed use(s);

2. Permits shall be issued upon a finding that the proposed land use is compatible with the current OPNAV AICUZ (AIR INSTALLATION COMPATIBLE USE ZONES) study as amplified in Chief of Naval Operation Instruction (OPNAVINST) 11010.36 series.

(D) Zoning Adjustment Board Established:

(1) The board must consist of five (5) members to be appointed for terms of two (2) years. The appointing authority may remove a board member for cause on a written charge after a public hearing. A vacancy on the board shall be filled for the unexpired term.

(2) The concurring vote of four (4) members of the board is necessary to:

- a. Reverse an order, requirement, decision, or determination of the administrative agency;
- b. Decide in favor of an applicant on a matter on which the board is required to pass under an airport zoning regulation; or
- c. Make a variation in an airport zoning regulation.

3. The board shall adopt rules in accordance with the ordinance or resolution that created it.

4. Meetings of the board are held at the call of the chairman and at other times as determined by the board. The chairman or acting chairman may administer oaths and compel



the attendance of witnesses. All hearings of the board shall be open to the public.

5. The board shall keep minutes of its proceedings that indicate the vote of each member on each question or the fact that a member is absent or fails to vote. The board shall keep records of its examinations and other official actions. The minutes and records shall be filed immediately in the board office and are public record.

(E) Authority of Zoning Adjustment Board:

1. The Board of Adjustment shall:

- a. Hear and decide an appeal, as provided by Sections 1-A-4(D)(2) & 1-A-4(E)(2) from an order, requirement, decision, or determination made by the administrative agency in the enforcement of an airport zoning regulation;
- b. Hear and decide special exceptions to the terms of an airport zoning regulation when the regulation requires the board to do so; and
- c. Hear and decide specific variances under Sections 1-A-4(D)(2) & 1-A-4(E)(2).

2. Variance Authority:

- a. A person who desires to erect or increase the height of a structure, permit the growth of an object of natural growth, or otherwise use property in violation of an airport zoning regulation, may apply to the Board of Adjustment for a variance from the regulation.
- b. The board shall allow a variance from an airport zoning regulation if:
 - (1) practical difficulty or necessary hardship; and
 - (2) the granting of the relief would:
 - (a) result in substantial justice being done;
 - (b) not be contrary to the public interest; and
 - (c) be in accordance with the spirit of



the regulation and this chapter.

- c. The board may impose any reasonable conditions on the variance that it considers necessary to accomplish the purposes of this chapter.

3. Variance Procedure

- a. A decision of the administrative agency made in its administration of an airport zoning regulation may be appealed to the Board of Adjustments by:
 - (1) A person who is aggrieved by the decision;
 - (2) a taxpayer who is affected by the decision; or
 - (3) the governing body of a political subdivision or a joint airport zoning board that believes the decision is an improper application of the airport zoning regulation.
- b. The appellant must file with the board and the administrative agency a notice of appeal specifying the grounds for appeal. The appeal must be filed within a reasonable time as determined by the rules of the board. On receiving the notice, the administrative agency shall immediately transmit to the board all the papers constituting the record of the action that is appealed.
- c. An appeal stays all proceedings in furtherance of the action that is appealed unless the administrative agency certifies in writing to the board facts supporting the agency's opinion that a stay would cause imminent peril to life or property. In that case, the proceedings may be stayed only by an order of the board, after notice to the administrative agency, if due cause is shown.
- d. The board shall set a reasonable time for the appeal hearing and shall give public notice of the hearing and due notice to the parties in interest. A party may appear at the appeal hearing in person or by agent or attorney. The board shall decide that appeal within a reasonable time.

- 
- e. The board may reverse or affirm, in whole or in part, or modify the administrative agency's order, requirement, decision, or determination from which an appeal is taken and make the correct order, requirement, decision, or determination, and for that purpose the board has the same authority as the administrative agency.

(F) Subdivision:

Subdivisions shall comply with all use and density requirements contained in this Title.

1-A-5: NONCONFORMING USES

(A) Nonconforming uses may be continued unless abandoned for a continuous period of six (6) months after which they may not be resumed.

(B) A nonconforming use shall not be changed to any other type of nonconforming use within any AICUZ area.

(C) Any nonconforming structure or building may be maintained unless damaged in excess of fifty percent (50%) of the market value of the building or structure. Repairs to a structure or building so damaged shall be in conformance with all current regulations.

(D) Existing buildings and structures may be remodeled, enlarged, expanded or altered provided additions, expansions and enlargements conform to this Code and the remodeling/alteration does not decrease the degree of conformance.

1-A-6 RESPONSIBILITY OF DEVELOPERS; SUB-DIVISIONS

Each developer or landowner who owns property lying within the "controlled compatible land use area" must notify any prospective purchaser of such property of the existence of this ordinance by having each buyer execute a "Disclosure Statement" containing the following language:

"I have been advised that this property is adjacent to a military airport and installation and lies within the "controlled compatible land use area" as defined by Chapter 241 of the Texas Local Government Code, section 241.003(7). I understand that I may have to include special noise attenuation materials and construction techniques in any construction undertaking due to the amount of noise common in this area. I am aware that development and construction within this area must conform to guidelines contained in the



KLEBERG COUNTY AIR INSTALLATION ZONING ORDINANCE and other applicable law." Such "Disclosure Statement" shall be executed simultaneously with any "Earnest Money" contract, or other agreement to buy land, and if no "Earnest Money" contract or other agreement to buy land is executed, prior to the "Date of Closing" as that term is understood in real estate transactions.

1-A-7 ENFORCEMENT; PENALTY; REMEDIES

(A) A person commits an offense if the person violates this zoning regulation by locating, moving, or constructing a building, or altering a structure or building, or having land use or a building's use changed without full compliance with the terms of this ordinance and the rules and regulations promulgated hereunder, or by failure to have a "Disclosure Statement" executed as hereinbefore provided. An offense under this ordinance is a misdemeanor punishable by a fine of not less than \$500 or more than \$1,000. Each day that a violation occurs constitutes a separate offense. Trial shall be in the County Court at Law, or any successor court with jurisdiction over class A or B misdemeanors.

(B) If a building or other structure is erected, constructed, reconstructed, altered, repaired, converted, or maintained or if a building, other structure, or land is used in violation of this subchapter, an order adopted under this subchapter, or a zoning regulation, the appropriate county authority, in addition to other remedies, may institute appropriate action to:

- (1) prevent the unlawful action or use;
- (2) restrain, correct, or abate the violation;
- (3) prevent the occupancy of the building, other structure, or land; or
- (4) prevent any illegal act, conduct, business, or use on or about the premises.

Command: NAS Kingsville

Data Call Number Twenty

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

T L McClelland
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

J B Greene Jr
Signature

Acting
Title

6/8/94
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)

W B Hayden
Signature

Chief of Naval Air Training
Title

9 MAY 94
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)

J. B. GREELE JR
NAME (Please type or print)

J B Greele Jr
Signature

ACTING
Title

6/8/94
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)

S. L. COUNTS, CAPT, USN
NAME (Please type or print)

S. L. Counts
Signature

COMMANDER
Title

2 May 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

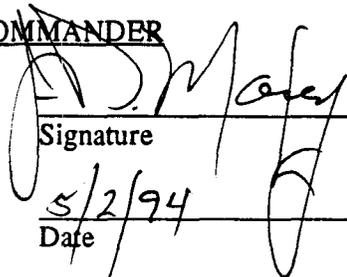
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

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

ACTIVITY COMMANDER

J. D. MAXEY, CAPT, USN
NAME (Please type or print)



Signature

COMMANDING OFFICER
Title

5/2/94

Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

CLOSE HOLD

NAS KINGSVILLE

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

**MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS**

4 April, 1994

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.

Command: NAS Kingsville

Data Call Number Twenty Revisions
(Page, 69)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

J. D. Anderson
Signature

Acting
Title

6/1/94
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. GREELE JR
NAME

J. B. Greele Jr
Signature

ACTING
Title

6/8/94
Date

BRAC-95 DATA CALL 20
NAS KINGSVILLE UIC 60241

REVISION OF 5/16/94, PAGE 69

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)

Chief of Naval Air Training (ACTING)
Title

Naval Air Training Command
Activity

P. R. Statskey
Signature

Date

25 May 94

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

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

NEXT ECHELON LEVEL (if applicable)

J. L. MARKSBURY, CDR, USN

NAME (Please type or print)

Acting

~~CHIEF STAFF OFFICER~~

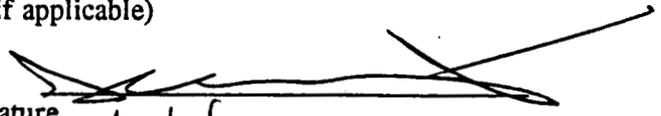
Title

TRAINING AIR WING TWO, KINGSVILLE, TX

Activity

Signature

Date


5/16/97

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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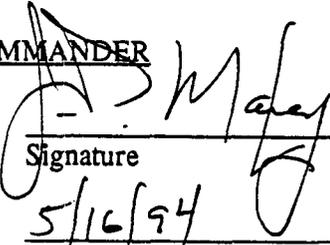
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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

J. D. MAXEY, CAPT, USN
NAME (Please type or print)



Signature

COMMANDING OFFICER
Title

5/16/94

Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

DEPARTMENT OF THE NAVY

CHIEF OF NAVAL EDUCATION AND TRAINING

250 DALLAS ST

PENSACOLA FLORIDA 32508-5220



11000
Ser OOR/228
6 Jun 94

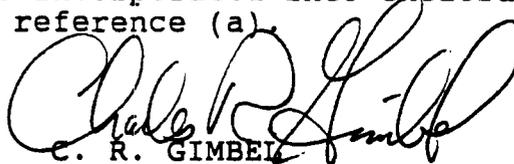
From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL
NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Corpus Christi
(2) Revised Pages - NAS Kingsville ←
(3) Revised Pages - NAS Meridian

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosures (1) through (3) contain revised pages which should be incorporated into enclosures (2), (3), and (4) respectively of reference (a).


C. R. GIMBEL
By direction

WC

Command: NAS KINGSVILLE

Data Call Number Twenty Revisions

(Page 34)

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

MAJOR CLAIMANT LEVEL

R. K. U. KIHUNE

NAME


Signature

6 JUN 1994

CNET

Title

Date

CNET

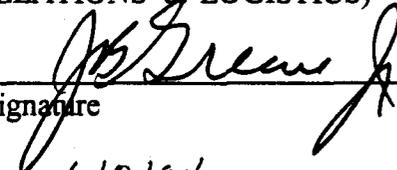
Activity

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

6/8/94
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)

W B 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



DEPARTMENT OF THE NAVY

CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

226

11000
Ser 00R/676

13 SEP 1994

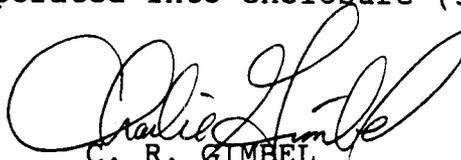
From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL
NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Page - NAS Kingsville

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains a revised page which should be incorporated into enclosure (3) of reference (a).


C. R. GIMBEL
By direction

WC

Command: NAS Kingsville

**Data Call Number Twenty Revision
(Page 48)**

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

9-13-94
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

9/21/94
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
NAME (Please type or print)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity

W.B. Hayden
Signature
7 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)

Title

Signature

Date

NAS KINGSVILLE TX
REVISION 1, DC29 PG 48

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

NEXT ECHELON LEVEL (if applicable)

S. L. COUNTS, CAPT, USN
NAME (Please type or print)

S. L. Counts
Signature

COMMANDER
TITLE

6 Sep 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
REVISION 1, DC22 PGS 48

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

J. D. MAXEY, CAPT, USN
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

9/2/94

**Clarification to Joint Military Value and Capacity Analysis Data Calls
27 Aug 94**

Please clarify the following questions:

1. (AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

AIRCRAFT	(1)UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-34 (FY 94)			
T-34 (FY 01)			
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)			
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)	38	37	* 44
T-2 (FY 01)	0	0	0
TA-4 (FY 94)	36	49	* 57
TA-4 (FY 01)	0	0	0
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)	46	13	31 (Avg)
T-45 (FY 01) (TOTAL BUY)	46	58	** 70+

Note: 1. Based on peacetime planning factors.

* Updated data (as to info provided in data call #19 mission RQMTS, Para E., Ques #1) which reflects ACFT inventory as of beginning of FY94. There are no more T-2 or TA-4 ACFT assigned to CTW-2 at Kingsville as of Sep 1994.

**Reflects update data after recent attrite of 2 T-45 ACFT at Kingsville. 78
ACFT will have been delivered to NAS Kingsville by end of FY2001. Total Navy buy planned for 194.

DSC
CNATRA N42A

DSC
CNATRA N42A

A. Airfield (cont.)

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

THE ONLY LIMITING FACTOR IS THE NUMBER OF AIRFIELD SUPPORT PERSONNEL. WITH SUFFICIENT PERSONNEL, NAS KINGSVILLE COULD BE OPEN 24 HOURS A DAY.

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 calculations¹.

FLIGHT OPERATIONS PER HOUR AT NAS KINGSVILLE ARE LIMITED BY THE NUMBER OF RUNWAYS AVAILABLE FOR LANDING PRACTICE. BY ESTABLISHING THE FORMER CHASE FIELD AS AN OLF, FLIGHT OPERATIONS PER HOUR COULD BE EXPANDED DURING THE DAY BY ⁵⁴~~65~~ WHICH, HISTORICALLY, IS THE SAFE NUMBER OF FLIGHT OPERATIONS PER HOUR WHICH CAN BE CONDUCTED AT NALF ORANGE GROVE. ESTABLISHING CHASE FIELD AS AN OLF WILL REQUIRE AN ADDITIONAL 46 SUPPORT PERSONNEL. ADDITIONALLY, EXPANDING THE NUMBER OF HOURS AT NALF ORANGE GROVE WILL PROVIDE AN ADDITIONAL ⁶⁵~~54~~ FLIGHT OPERATIONS PER HOUR IN THE 1600 - 2300 TIME FRAME.

2
CNATRA
NS
1 Sept 94

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 calculations²

ASSUMING NO ADDITIONAL FUNDING FOR PERSONNEL, AN INCREASE OF APPROXIMATELY 26 FLIGHT OPERATIONS PER HOUR COULD BE GAINED BY CONSTRUCTING DUAL RUNWAYS AT NALF ORANGE GROVE. THIS WOULD INCREASE FLIGHT OPERATIONS PER HOUR FROM ⁵⁴~~28~~ FOR SINGLE RUNWAYS TO 80 FOR A DUAL CONFIGURATION WITHOUT INCREASING THE NUMBER OF PERSONNEL REQUIRED. ~~WITH NO CONSTRAINTS ON CONSTRUCTION/EQUIPMENT AND OPERATIONAL FUNDING, FLIGHT OPERATIONS PER HOUR COULD BE INCREASED BY 300% TO MATCH LOCAL EXCESS AIRSPACE CAPACITY.~~

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CNATRA
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1 Sept 94
CNATRA
NS
1 Sept 94

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).

~~AIRSPACE WILL BE THE ONLY LIMITING FACTOR. LOCAL AIRSPACE CAN SUPPORT APPROXIMATELY 108,000 SORTIES PER YEAR. NO LIMITING FACTORS.~~

2
CNATRA
NS
1 Sept 94

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

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

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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.

(R

229,416

~~349,859~~ ANNUAL DAYLIGHT OPERATIONS

1 Sept 94 $\frac{2}{ENATSU 23}$

CALCULATIONS BASED UPON 237 FLYING DAYS X ⁸⁰122 OPERATIONS PER HOUR X 12.1 (DAYLIGHT HOURS) = ~~349,859~~. 229,416

~~THE BASIS FOR 122 OPERATIONS PER HOUR IS PROVIDED IN DC2 A.13.~~

Facilities (cont.)

A. Airfield (cont.)

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

THE ONLY LIMITING FACTOR IS THE NUMBER OF AIRFIELD SUPPORT PERSONNEL. WITH SUFFICIENT PERSONNEL, NAS KINGSVILLE COULD BE OPEN 24 HOURS A DAY.

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 calculations⁴.

FLIGHT OPERATIONS PER HOUR AT NAS KINGSVILLE ARE LIMITED BY THE NUMBER OF RUNWAYS AVAILABLE FOR LANDING PRACTICE. BY ESTABLISHING THE FORMER CHASE FIELD AS AN OLF, FLIGHT OPERATIONS PER HOUR COULD BE EXPANDED DURING THE DAY BY 55 WHICH, HISTORICALLY, IS THE SAFE NUMBER OF FLIGHT OPERATIONS PER HOUR WHICH CAN BE CONDUCTED AT NALF ORANGE GROVE. ESTABLISHING CHASE FIELD AS AN OLF WILL REQUIRE AN ADDITIONAL 46 SUPPORT PERSONNEL. ADDITIONALLY, EXPANDING THE NUMBER OF HOURS AT NALF ORANGE GROVE WILL PROVIDE AN ADDITIONAL 85 FLIGHT OPERATIONS PER HOUR IN THE 1600 - 2300 TIME FRAME.

SEE PAGE 34 (2)

CNATRA N3 REVISION 5/12/94

CNATRA N3
CNATRA N3 5-18-94

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 calculations⁵

ASSUMING NO ADDITIONAL FUNDING FOR PERSONNEL, AN INCREASE OF APPROXIMATELY 54 FLIGHT OPERATIONS PER HOUR COULD BE GAINED BY CONSTRUCTING DUAL RUNWAYS AT NALF ORANGE GROVE. THIS WOULD INCREASE FLIGHT OPERATIONS PER HOUR FROM 54 FOR SINGLE RUNWAYS TO 80 FOR A DUAL CONFIGURATION WITHOUT INCREASING THE NUMBER OF PERSONNEL REQUIRED. WITH NO CONSTRAINTS ON CONSTRUCTION/EQUIPMENT AND OPERATIONAL FUNDING, FLIGHT OPERATIONS PER HOUR COULD BE INCREASED BY 300% TO MATCH LOCAL EXCESS AIRSPACE CAPACITY.

SEE PAGE 34 (2)

CNATRA N3 REVISION 5/12/94

CNATRA N3

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).

~~AIRSPACE WILL BE THE ONLY LIMITING FACTOR. LOCAL AIRSPACE CAN SUPPORT APPROXIMATELY 108,000 SORTIES PER YEAR. NO LIMITING FACTORS~~

CNATRA N3

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.

~~53,940 SORTIES. CALCULATIONS BASED ON FOLLOWING:~~

~~MAX PTR OF 300 WITH 18 HOUR WORKDAY AND 16 WEEKEND WORKDAYS~~

~~224.8 HOURS PER PTR (INCLUDES ALL OVERHEAD)~~

~~AVERAGE SORTIE = 1.25 HOURS~~

~~224.8/1.25 = 179.8 SORTIES PER PTR 179.8 X 300 = 53,940~~

CNATRA N3 REVISION 5/12/94
THIS FIGURE IS NOT
CONSISTENT WITH PERCENTAGE
TIME PLANNING FACTORS
CNATRA N3

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.

WC

Facilities (cont.)

Airfield (cont.)

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

THE ONLY LIMITING FACTOR IS THE NUMBER OF AIRFIELD SUPPORT PERSONNEL. WITH SUFFICIENT PERSONNEL, NAS KINGSVILLE COULD BE OPEN 24 HOURS A DAY.

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 calculations⁴.

FLIGHT OPERATIONS PER HOUR AT NAS KINGSVILLE ARE LIMITED BY THE NUMBER OF RUNWAYS AVAILABLE FOR LANDING PRACTICE. BY ESTABLISHING THE FORMER CHASE FIELD AS AN OLF, FLIGHT OPERATIONS PER HOUR COULD BE EXPANDED DURING THE DAY BY ~~54.65~~ WHICH, HISTORICALLY, IS THE SAFE NUMBER OF FLIGHT OPERATIONS PER HOUR WHICH CAN BE CONDUCTED AT NALF ORANGE GROVE. ESTABLISHING CHASE FIELD AS AN OLF WILL REQUIRE AN ADDITIONAL 46 SUPPORT PERSONNEL. ADDITIONALLY, EXPANDING THE NUMBER OF HOURS AT NALF ORANGE GROVE WILL PROVIDE AN ADDITIONAL 65 ² FLIGHT OPERATIONS PER HOUR IN THE 1600 - 2300 TIME FRAME. CNATRA N3

SEE PAGE 34 (a)

CNATRA N3 REVISION 5/12/94 ²

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 calculations⁵

ASSUMING NO ADDITIONAL FUNDING FOR PERSONNEL, AN INCREASE OF APPROXIMATELY FLIGHT OPERATIONS PER HOUR COULD BE GAINED BY CONSTRUCTING DUAL RUNWAYS AT NALF ORANGE GROVE. THIS WOULD INCREASE FLIGHT OPERATIONS PER HOUR FROM ~~54.65~~ FOR SINGLE RUNWAYS TO 80 FOR A DUAL CONFIGURATION WITHOUT INCREASING THE NUMBER OF PERSONNEL REQUIRED. WITH NO CONSTRAINTS ON CONSTRUCTION/EQUIPMENT AND OPERATIONAL FUNDING, FLIGHT OPERATIONS PER HOUR COULD BE INCREASED BY 300% TO MATCH LOCAL EXCESS AIRSPACE CAPACITY. CNATRA N3

SEE PAGE 34 (a)

CNATRA N3 REVISION 5/12/94 ²

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).

~~AIRSPACE WILL BE THE ONLY LIMITING FACTOR. LOCAL AIRSPACE CAN SUPPORT APPROXIMATELY 108,000 SORTIES PER YEAR.~~ NO LIMITING FACTORS CNATRA N3

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.

~~53,940 SORTIES. CALCULATIONS BASED ON FOLLOWING:~~

~~- MAX PTR OF 300 WITH 18 HOUR WORKDAY AND 16 WEEKEND WORKDAYS~~

~~- 224.8 HOURS PER PTR (INCLUDES ALL OVERHEAD)~~

~~- AVERAGE SORTIE = 1.25 HOURS~~

~~224.8/1.25 = 179.8 SORTIES PER PTR 179.8 X 300 = 53,940~~

CNATRA N3 REVISION 5/12/94
~~THIS FIGURE IS NOT CONSISTENT WITH THE PLANNING REPORT~~
CNATRA N3

answer for each independent runway complex at the home field and all OLPs and by aircraft type.
answer for each independent runway complex at the home field and all OLPs and by aircraft type.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	N/A
		JPATS	N/A
Strike	Intermediate	T-2	N/A
		T-45 ⁶	N/A
	Advanced	TA-4J	N/A
		T-45	53,940 53,250**
SUPT	Primary	T-37	N/A
	BF	T-38	N/A
	AT	T-1A	N/A
Etc.			N/A

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

~~** NOT CONSISTENT WITH PEACE TIME PLANNING FACTORS~~

** MAX PTR OF 250 X 213 SORTIES PER PTR = 53,250

2
CNATRA N3
CNATRA N3
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2

2
CNATRA N3
REVISION
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requirements for the T-45 are still being derived, give best estimate.

ilities (cont.)

A. Airfield (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain. NONE CVAFRA 73

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

Runway/Lane/ Pad (Airfield Name & Runway Designation)	Len gth (ft)	Wid th (ft)	Load Bearin g Capac ity (lbs/ft ²)	Lighting					Arrestin g gear type and location	IFR or VFR (I or V) Capable ? Night (N) Capable ?	Approa ch Aids (IFR/ VFR)
				F	P	C	N	G			
3L/31R	800 0	200	250,0 00 TT		←X	←X			E28/E5	I, V, N	I
17R/35L	800 0	200	210,0 00 TT		←X				E28/E5	I, V, N	I
31L/13R	800 0	200	135,0 00 TT		←X				E28/E5	I, V, N	I
17L/35R	800 0	200	78,00 00 TT	←X					E28/E5	I, V, N	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

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.

Runway Designation	NAVAID	Published Approaches
--------------------	--------	----------------------

NAS KINGSVILLE 13	NQI TACAN / ILS / PAR/ ASR	HI & LOW TACAN / ILS / PAR / ASR
NAS KINGSVILLE 35	NQI TACAN / PAR / ASR	HI & LOW TACAN / PAR / ASR
NAS KINGSVILLE 17	NQI TACAN / PAR	HI & LOW TACAN / PAR
NAS KINGSVILLE 31	NQI TACAN / PAR	HI & LOW TACAN / PAR

2
CHARTER #3

Facilities (cont.)

Airfield (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.

NAS KINGSVILLE

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	706,398	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	292,504	
113	Access Aprons	SY	8,263	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	2,400	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	2,837,000 2,815,000	CHATRA NG
136-36 (USN)	Carrier Lighting	EA	1	
149	Arresting Gear	EA	16	
421 422(AF)	Ammunition Storage	CF	77,518	
422	Open Ammunition Storage	SY	0	

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.

MCMULLEN TARGET RANGE

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	0	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	800	

113	Parking Aprons	SY	0	
113	Access Aprons	SY	0	
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	

21. List any additional constraints or limitations to the airfield that impact the training mission. NONE

Command: CNATRA

**Data Call Number Nineteen Amendment One
(Addendum Pages - Clarification of Joint Military Value and Capacity Analysis)**

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

14 OCT 1994

CNET

Title

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

10/21/94

Title

Date

RESPONSE FOR NATRACOM STATIONS TO:
BRAC 95: CLARIFICATION TO JOINT MILITARY VALUE AND CAPACITY ANALYSIS
DATA CALLS, DTD 27 AUG 94

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

9-29-94
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

CLOSE HOLD

NAS KINGSVILLE

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

**CAPACITY ANALYSIS:
DATA CALL WORK SHEETS**

2 May, 1994

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

WC

Data For Capacity Analysis

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LOT/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

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 Realignment 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 KINGSVILLE

Type of Pilot 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
Strike (Intermediate / Advanced)	USN	61/96/7%/5%/52	73/8% /39	120/8 %/71	157/8% /97	160/8% /124	160/8% /124	158/8% /85	142/8 %/78
	USM C	55/66/7%/5%/48	48/8% /24	65/8% /42	83/8%/ 52	90/8%/ 70	90/8%/ 70	80/8%/ 63	73/8%/ 38
	USCG	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	FMS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Primary	USN	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	USM C	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	USCG	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	FMS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	USAF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Etc.									

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

** Example Entry

NOTES:

- INTERMEDIATE TRAINING AT NAS KINGSVILLE TERMINATES IN FY94
- BEGINNING IN FY95, PTR WILL CONSIST OF T-45 TS AND T-45 ADVANCED SYLLABUS
- FOR CALCULATING ADSL:
 - * T-45 TS = 11 MO (330 DAYS)(312 DAYS)
 - * T-45 ADV = 6 MO (180 DAYS)
 - * ADSL WAS AVERAGED BASED ON THE TS/ADV PTR SPLIT PLUS AN ESTIMATED ATTRITION OF 8%

CNATRA N3

Mission requirements (cont.)

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 Realignment 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 KINGSVILLE

NFO TRAINING NOT CONDUCTED AT KINGSVILLE

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	N/A							
	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.)

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 * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Strike (Intermediate/ advance)	USN	2%/8%	2%/3%	2%/5%
	USMC	2%/6%	5%/3%	4%/2%
	USCG	N/A		
	FMS	N/A		
Primary	USN	N/A		
	USMC	N/A		
	USCG	N/A		
	FMS	N/A		
	USAF	N/A		
Etc.				

(See note)

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

** Example Entry

Note:
 First percentage number reflects intermediate
 training attrition. The second number
 reflects advanced training attrition.

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 CNET N-4433
 AOK
 11 May 94

Mission Requirements (cont.)

Undergraduate Flight Training Throughput/Graduates (cont.)

4. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:
NAVIGATOR TRAINING NOT CONDUCTED AT KINGSVILLE

Type of Navigator Training By Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	N/A*		
	FMS			
	NOAA			
SUNT Core	USAF			
	ANG			
	AFRES			
	FMS			
Etc.				

* 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 Training *	Level of Training*	Graduates		
		FY 91	FY 92	FY 93
General	Primary	N/A	N/A	N/A
Strike	Intermediate	134	144 143	147 145
	Advanced	137 140	101	141
SUPT	Primary	N/A	N/A	N/A
	BF	N/A	N/A	N/A
	AT	N/A	N/A	N/A
Etc/		N/A	N/A	N/A

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 CNATM #3

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

Mission Requirements (cont.)

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
STRIKE INSTR TRG SCHOOL	49	100 (1)	25	40	53	66	66	53	41	12.94
(INCLUDES NTPS SUPPORT)										

NOTE: (1) HIGH NUMBER DUE TO T-45 INSTRUCTOR TRANSITION.

Use the following formula to calculate ADSL:

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

each student was aboard

Number of Training Days

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.

FORMAL ENLISTED TRAINING NOT CONDUCTED AT KINGSVILLE

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
N/A										

--	--	--	--	--	--	--	--	--	--

Use the following formula to calculate ADSL:

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

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*: STRIKE Type Aircraft: T-45

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 / ATCAA	62	1.4	15000	WA, AA	484	86.9
PAT	18	.6	600	NONE	10	10.8
AW ATCAA	0	0	N/A	N/A	N/A	0
ATCAA AW	22	1.8	VARIES	MOA	VARIES	38.8
OWA	2	2.1	3000	NONE	VARIES	4.2
OWAW	0	0	N/A	N/A	N/A	0
WA	8	1.2	12000	MOA	323	9.6
AA	0	0	N/A	N/A	N/A	0
RA	0	0	N/A	N/A	N/A	0
RR	11	1.3	10000	NONE	100	13.9
MTR	9	1.3	3000	NONE	VARIES	11.4

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Key to types of airspace:
MOAs - Military Operating Areas
Warning Areas

RR - Restricted Areas with Ranges
MTR - Military Training Routes

- Alert Areas
Restricted Areas
AA - Air Traffic Control Assigned Airspace
OWAW - Overwater Airways

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.

Assignment Requirements (cont.)

Flight Training (cont.)

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 * (Examples)	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	N/A						
		JPATS	N/A						
Strike	Intermediate	T-2	N/A						
		T-45 ²	N/A						
	Advanced	TA-4J	N/A						
		T-45	123	9	43	3	166	12	
SUPT	Primary	T-37	N/A						
	BF	T-38	N/A						
	AT	T-1A	N/A						
Etc.			N/A						

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

NOTES: (1) ONLY 9 SORTIES ARE REQUIRED TO BE FLOWN AT NIGHT FOR A TOTAL OF 10.8 FLIGHT HOURS, HOWEVER; A MINIMUM OF 30 HOURS MUST BE FLOWN AT NIGHT BEFORE COMPLETING THE T-45 TS SYLLABUS. THE EXTRA NIGHT HOURS MAY BE FLOWN DURING ANY OF THE INSTRUMENT OR AIRNAV SORTIES.

(2) THE OVERHEAD IS ESTIMATED AT 35% BASED ON THE T-2/TA-4 HISTORICAL AVERAGE. ONCE THE DATA IS AVAILABLE, THE T-45 OVERHEAD SHOULD PROVE TO BE LOWER THAN 35%.

3. Indicate your training weather minimums (ceiling/visibility & crosswinds) by aircraft type and syllabus. THE WEATHER MINIMUMS FOR THE T-45 SYLLABUS ARE REPRODUCED ON THE FOLLOWING PAGE. THE CROSSWIND LIMITATIONS FOR ALL PHASES OF FLIGHT ARE 15 KNOTS FOR A SINGLE AIRCRAFT AND 10 KNOTS FOR A SECTION TAKEOFF OR LANDING.

Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, warm-up flights, and instrument check flights.

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

17. Weather Minimums and Requirements

<u>STAGE</u>	<u>WEATHER REQUIREMENTS</u>
Fam*	Local weather minimums for touch-and-go landings and adequate reference for acrobatic maneuvers, clear of clouds. Maximum of 3 flights may be flown VFR on top.
OCF	Visual ground reference in spin area and VMC throughout flight.
BI/RI/AN/IR**	OPNAV Minimums; Appropriate TACAN/VOR/GCA/ILS minimums with suitable alternate (OPNAVINST 3710.7 applies).
Form*	OPNAV Minimums for formation departure and recovery and local minimums for touch-and-go landings. At least 2 events shall utilize local weather adequate for running rendezvous and VFR formation recovery.
NFam*	Local minimums for touch-and-go landings. No ceiling below enroute flight altitude and not less than 5 miles visibility on navigation route.
CQ-01 thru -14X	Local weather minimums for FCLP.
CQ-15X	As directed by Training Air Wing Commander and as outlined in CARQUAL OPLAN.
ON-04 - ON-07	Dual: OPNAV Minimums for departure and recovery, ON-07 3000/5 enroute.
ON-08 - ON-12	Dual: OPNAV Minimums; Solo: 1000/3 for departure ON-12 and 8000/5 enroute.
Wep***	Dual: OPNAV Minimums; Solo: 1000/3 for departure and recovery. Weapons patterns: 30 degree pattern - 8500/5; 20 degree pattern - 6500/5; 10 degree pattern - 3000/5.
TacF	Dual: OPNAV Minimums; Solo: 1000/3.
Gun***	Dual: OPNAV Minimums; Solo: 1000/3. Usable weather in gunnery range.

ACM*** Dual: OPNAV Minimums; Solo: 1000/3. WX in OPAREA IAW CNATRA Training Rules

CQ-17 thru -28X Local weather minimums for FCLP.

CQ-29X As directed by Training Air Wing Commander as outlined in the CNATRA CARQUAL OPLAN.

- * Student solos shall maintain VFR at all times prior to receiving an instrument rating.
- ** AN solo flights require terminal weather minimums of 1000/3.
- *** Student solo flights may be launched with weather between 500/2 and 1000/3 with consent of squadron commanding officer. This authority cannot be delegated.

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.

Facility Category Code (CCN): 171-35

Syllabus of Training * (EXAMPLES)	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
General	Primary	N/A	
Strike (T-45 ONLY)		ELECTRONIC CLASSROOM	69.1 116.2
		COMPUTER ASSISTED INSTRUCTION	37.9 80.8
		T-45 IFT DEVICE 2F137	51.3 30.3
		T-45 OFT DEVICE 2F138	127.5 67.4
SUPT	Primary	N/A	
		N/A	
	Bomber/ Fighter (BF)	N/A	
		N/A	
	Airlift/ Tanker (AT)	N/A	
N/A			
Etc.		N/A	

2
CHAPTER 13

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

NOTE: HOURS PER GRADUATE FOR SIMULATORS INCLUDE BRIEFING AND DEBRIEFING ES.

List any additional constraints or limitations to the flight training ground school facilities that impact the training mission. NONE

Mission Requirements (cont.)

D. 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: 179-XX

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
CLSRM	B PATROL	LAW ENF	8	80	8	80

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: 179-XX

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
RANGE	STATION	WPNS	48	576	48	576
FIRE PIT	STATION	FIRE	58	696	58	696
DOG TRNG	STATION	DRUG	488	1464	488	1464

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 KINGSVILLE

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
EXAMPLE	25	25	25	25	25	20	10	0
T-34/JPATS						(JPATS 4)	(JPATS 10)	(JPATS 15)
T-2	42 N/A	0 →						
TA-4J	48 N/A	0 →						
T-34C	N/A							
T-39	N/A							
T-43	N/A							
T-44	N/A							
T-45	31	48	59	72	72+	72+	72+	72+
TH-57	N/A							
JPATS	N/A							

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N3

AIRCRAFT NOT USED FOR TRAINING

C-12/C-21	NON E							
H-60	NON E							

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

Mission Requirements (cont.)

E. Training Airframes (cont.)

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

AIRCRAFT TYPE:T-45

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	741 HOURS/MO
Average Sortie Duration (ASD) (hrs)	1.25 HOURS
Planned Turn Time (hrs) (Time from landing to takeoff)	1.75 HOURS
Min Runway Length (ft)	6000
Preferred Runway Length (ft)	≥ 8000
Min Runway Length for Touch and Go (T/G) (ft)	6000
Runway Width (ft)	150
Required Taxiway Width (ft)	18
Weight Bearing Requirement (kips)	14000 14
Apron Space Required (ft ² /Aircraft)	7164 SQ FT (2)
Hangar Space Required (ft ² /Aircraft)	1584 830 SQ FT (3)
Navigation Equipment On-Board (GPS?--when?)	(1)

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NOTES:

(1) T-45 CURRENT CONFIGURATION INCLUDES TACAN/ILS/LOC/VOR. AIRCRAFT #72 WILL HAVE GPS/INS (GINA). ALL AIRCRAFT WILL EVENTUALLY BE RETROFITTED WITH GINA.

(2) PER NAVFAC P-80

(3) PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND A/C

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

NONE

Facilities

A. Airfield

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

**Airfield/OLF Name: NAS KINGSVILLE Location: 27-30N - 097-49W
KINGSVILLE, TEXAS**

Syllabi and Level of Training Supported: INTERMEDIATE/ADVANCED STRIKE

Ownership: US NAVY

For OLF: Distance (nm) from home field: N/A

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-2/TA-4/T-45
UNABLE TO PROVIDE BREAKDOWN ON TYPE AIRCRAFT**

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	17,177	17,786	19,610
	Graduate Training Sorties	2,568	2,300	1,813
	Training Support Sorties*	4,694	4,595	5,845
	Other Sorties	2,809	4,739	4,065
	TOTAL SORTIES:	27,248	29,420	31,333
Non-Operational Hours ³	Standdowns	4	5	4
	Maintenance	0	0	0
	Other Events	6	6	6

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

³when the airfield was closed for flight operations.

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

NOTES:

NUMBER OF SORTIES CONDUCTED AT NAS KINGSVILLE ARE NOT RECORDED. NUMBER OF SORTIES WAS CALCULATED BY TOTALING TW-2'S SORTIES AND ADDING TRANSIENT ANNUAL OPERATIONS (ASSUMING TRANSIENT AIRCRAFT CONDUCTED ONE OPERATION PER SORTIE). NUMBER OF SORTIES ARE SLIGHTLY HIGH DUE TO INABILITY TO BREAK OUT TW-2 X-COUNTRY SORTIES WHICH WERE NOT CONDUCTED AT NAS KINGSVILLE.

(2) INSTRUCTOR TRAINING SORTIES ARE LISTED AS GRADUATE TRAINING SORTIES.

(3) OTHER SORTIES INCLUDE TRANSIENT, FERRY, DEMO, LOGISTICS, AND VIP FLIGHTS.

(4) OTHER EVENTS INCLUDE FOD WALKDOWNS ONLY.

Facilities (cont.)

Airfield (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.

Syllabus of Training *	Level of Training *	Pilots and NFO/Navigators Trained		
		FY 1991	FY 1992	FY 1993
Strike	Intermediate	134	144 143	147 145
	Advanced	137 140	101	141
Etc.	FY 86	198(INT)	167(ADV)	

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CNATRA N3

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

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)	12.1/3.9	12.1/3.9	12.1/3.9
Days per year:	237	237	237

Facilities (cont.)

/ Airfield (cont.)

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-2/TA-4 Undergraduate Training: YES

PERCENTAGES GIVEN ARE SORTIES LOST FROM AN UNDERGRADUATE PROGRAM.

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	N/A	N/A	N/A
	Intermediate	6%	6%	6%
	Advanced	4%	4%	4%
	Etc.*	0	0	0
Maintenance		2%	2%	2%
Operations		4%	4%	4%
Other Military Flights		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		16%	16%	16%

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

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

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? 97.6

b. Percentage of time WX at or above 300/1? 97.2

c. Percentage of time WX at or above 500/1? 95.6

d. Percentage of time WX at or above 1000/3? 90.0

e. Percentage of time WX 3000/5 and above? 72.6

f. Percentage of time WX 3000/3 and above? 74.3

g. Percentage of time WX 1500/3 and above? 85.7

h. Percentage of time crosswind component to the primary runway at or below 15 knots? ~~DATA NOT AVAILABLE~~ SEE PAGE 20 (B) CNATRA N3 REVISION 5/12/94 2

i. Percentage of time crosswind component to the primary runway at or above 25 knots? ~~DATA NOT AVAILABLE~~ SEE PAGE 20 (A) CNATRA N3 REVISION 5/12/94 2

j. Mean number of days of icing in the local flying area? ~~DATA NOT AVAILABLE~~ 10 DAYS OR

LESS OF ICING CONDITIONS BELOW 10,000'. APPROXIMATELY 2 DAYS OF ICING CONDITIONS AT SURFACE. DATA IS DERIVED FROM THE EXPERIENCE OF STATION FORECASTERS AT NAS CORPUS AND APPROXIMATED FOR NAS KINGSVILLE

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CNATRA N3

-----INTERNATIONAL STATION METEOROLOGICAL CLIMATE SUMMARY-----

722516 : KN91 : KINGSVILLE NAS, TX, US
 27 30N : LONG 997 49W : ELEV 49(ft) 15(m) : TYPE NAVY SMCS V2.1 26061092
 Frequency Surface WIND DIRECTION vs SPEED (from HOURLY obs)

ANNALL LST

16 PT. DIR.	SPEED (KNOTS)											TOTAL MEAN WIND SPEED	
	1-3	4-6	7-10	11-16	17-21	22-27	28-33	34-40	41-47	48-55	>=56	PERCENT	WIND SPEED
N	1.2	2.1	2.4	1.7	.4	.1	*	*	0	0	0	7.5	8.4
NNE	.9	1.7	2.0	1.2	.2	*	*	*	0	0	0	5.3	5.1
NE	.8	1.3	1.4	.7	.1	*	*	*	0	0	0	4.4	7.7
ENE	.8	1.0	1.0	.4	.1	*	*	*	0	0	0	3.4	5.8
E	1.4	1.7	1.7	.9	.1	*	*	*	0	0	0	5.6	6.8
ESE	1.3	2.1	2.9	2.3	.7	.2	*	*	0	0	0	10.1	9.4
SE	1.4	2.4	3.7	6.4	1.8	.5	*	*	*	0	*	19.8	10.4
SSE	1.4	2.5	4.7	3.6	.7	.1	*	*	*	0	*	14.0	8.9
S	1.1	2.3	2.2	1.5	.3	*	*	0	0	0	0	7.1	7.7
SSW	.3	.7	.6	.3	*	*	0	0	0	0	0	2.2	7.9
SW	.3	.4	.3	.1	*	0	0	0	0	0	0	1.1	5.9
WSW	.3	.2	.1	*	*	*	0	0	0	0	0	.7	4.9
W	.4	.4	.2	.1	*	*	0	0	0	0	0	1.0	4.8
WNW	.3	.4	.3	.2	*	*	*	0	0	0	0	1.2	7.3
NW	.6	.7	.7	.4	.1	.1	*	*	*	0	0	2.6	8.4
NNW	.8	1.1	1.3	1.0	.3	.1	*	*	*	0	0	4.8	5.0
VAR	0	0	0	0	0	0	0	0	0	0	0	0	0
CLM	0	0	0	0	0	0	0	0	0	0	0	8.5	0
ALL	13.3	23.1	27.5	21.2	5.0	1.2	.1	*	*	*	*	100	7.9

PERCENT < .05
 EXCESSIVE MISSING DATA - VALUE NOT COMPUTED

-----FEDERAL CLIMATE COMPLEX ASHEVILLE-----

Runway 13/31 and 35/17 are the primary ^{dual} runways at NAS Kingsville. The classic 90° crosswind does not exist due to the difference in the alignment angle of the runways. However, the wind is between 17-21 knots 5% of the year, 1.2% between 22-27 knots and .1% higher than 27 knots. Direct x-winds from the NE and SW occur .1% of the time. Crosswind component in excess of 15 knots = .1%
 Crosswind component in excess of 25 knots = 0%

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Facilities (cont.)

Airfield (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: NAS KINGSVILLE
 DATA NOT YET AVAILABLE FOR T-45.

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
Flight Screening	T-3	0	0
General	Primary (T-34/T-37)	(1)	(1)
Strike *	Intermediate (T-2/T-45)	30%	30%
	Advanced (TA-4/T-45)	70%	70%
Etc.		(1)	(1)
Total		100	100

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

NOTE: (1) LESS THAN 1% OF TOTAL USAGE. * 100% of airfield is used for strike training

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.

80 OPS/HOUR. NUMBER IS BASED ON HISTORICAL DATA.

10. Complete the table below to describe the runway activity to each runway at the home field and all
 3s. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 13 Traffic Count	201,376	213,891	210,169
Runway 17 Traffic Count	49,518	52,596	51,681
Runway 31	13,204	14,025	13,781
Runway 35	66,024	70,128	68,908

Facilities (cont.)

Airfield (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):

	FY 1991	FY 1992	FY 1993
VFR	60 50	60 50	60 50
IFR	40 50	40 50	40 50
Total	100%	100%	100%

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FACILITIES

A. Airfield

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

Airfield/OLF Name: NALF ORANGE GROVE Location: 27-54N - 098-03W
ORANGE GROVE, TEXAS

Syllabi and Level of Training Supported: INTERMEDIATE/ADVANCED STRIKE

Ownership: US NAVY

For OLF: Distance (nm) from home field: 26 NM

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-2/TA-4/T-45

		FY 1991	CY 1992	CY 1993
Operational Sorties	Undergraduate Training Sorties	1024	928	600
	Graduate Training Sorties	197	169	109
	Training Support Sorties*	650	590	382
	Other Sorties	98	87	7
	TOTAL SORTIES:	1969	1774	1098
Non-Operational Hours ⁷	Standdowns	5	6	5
	Maintenance	0	0	0
	Other Events	0	0	0

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

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

NOTES:

(1) DATA AVAILABLE ONLY AS CALENDAR YEARS.

⁷ when the airfield was closed for flight operations.

FACILITIES

A. Airfield

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

Airfield/OLF Name: NALF ORANGE GROVE Location: 27-54N - 098-03W
ORANGE GROVE, TEXAS

Syllabi and Level of Training Supported: INTERMEDIATE/ADVANCED STRIKE

Ownership: US NAVY

For OLF: Distance (nm) from home field: 26 NM

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-2/TA-4/T-45

		FY 1991	CY 1992 FY (1)	FY CY (1) 1993
Operational Sorties	Undergraduate Training Sorties	NO DATA	928	600
	Graduate Training Sorties	"	169	109
	Training Support Sorties*	"	590	382
	Other Sorties	"	87	7
	TOTAL SORTIES:	"	1774	1098
Non-Operational Hours ⁷	Standdowns	5	6	5
	Maintenance	0	0	0
	Other Events	0	0	0

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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:

NOTES:

(1) FY91 DATA NOT AVAILABLE. 92 AND 93 DATA AVAILABLE ONLY AS CALENDAR YEARS.

urs when the airfield was closed for flight operations.

(C) INSTRUCTOR TRAINING SORTIES ARE LISTED AS GRADUATE TRAINING SORTIES.

(C) OTHER SORTIES INCLUDE TRANSIENT SORTIES ONLY.

FACILITIES (CONT.)

A. Airfield (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.

DATA GIVEN IN KINGSVILLE SECTION

Syllabus of Training *	Level of Training *	Pilots and NFO/Navigators Trained		
		FY 1991	FY 1992	FY 1993
Strike	Intermediate	N/A		
	Advanced			
Etc.				

* USE APPROPRIATE NAVY, AIR FORCE, OR ARMY CHART SEE APPENDIX 1.

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)	8/0	8/0	8/0
Days per year:	237	237	237

ILITIES (CONT.)

A Airfield (cont.)

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-2/TA-4 UNDERGRADUATE TRAINING: (YES)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	N/A	N/A	N/A
	Intermediate	6%	6%	6%
	Advanced	4%	4%	4%
	Etc.*	0	0	0
Maintenance		0	0	0
Operations		0	0	0
Other Military Flights		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		10%	10%	10%

* USE APPROPRIATE NAVY, AIR FORCE, OR ARMY CHART SEE APPENDIX 1.

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

N/A

7. Weather (WX): During the period of record (at least ten years), what was the yearly average: Percentage of time WX at or above 200/1? DATA NOT AVAILABLE

Percentage of time WX at or above 300/1? DATA NOT AVAILABLE

- Percentage of time WX at or above 500/1? DATA NOT AVAILABLE
- Percentage of time WX at or above 1000/3? DATA NOT AVAILABLE
- e. Percentage of time WX 3000/5 and above? DATA NOT AVAILABLE
- f. Percentage of time WX 3000/3 and above? DATA NOT AVAILABLE
- g. Percentage of time WX 1500/3 and above? DATA NOT AVAILABLE
- h. Percentage of time crosswind component to the primary runway at or below 15 knots? DATA NOT AVAILABLE
- i. Percentage of time crosswind component to the primary runway at or above 25 knots? DATA NOT AVAILABLE
- j. Mean number of days of icing in the local flying area? DATA NOT AVAILABLE

ILITIES (CONT.)

A. Airfield (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.)

DATA NOT YET AVAILABLE FOR T-45.

RUNWAY COMPLEX NAME: NALF ORANGE GROVE

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
Flight Screening	T-3	0	0
General	Primary (T-34/T-37)	0	0
Strike* NOTE 1	Intermediate (T-2/T-45)	30%	0
	Advanced (TA-4/T-45)	70%	0
Etc.		0	0
Total		100	100 0

* USE APPROPRIATE NAVY, AIR FORCE, OR ARMY CHART SEE APPENDIX I.

NOTE 1: 100% OF AIRFIELD IS DEDICATED TO STRIKE TRAINING

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.

~~65 OPS/HOUR. ORANGE GROVE CAN SAFELY SUSTAIN 5 AIRCRAFT IN THE PATTERN CONDUCTING AN AVERAGE OF 13 TOUCH-AND-GO'S PER HOUR FOR AN HOURLY TOTAL OF 65 OPERATIONS.~~

SEE PAGE 34 (2)

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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 AC 150/5060-5.

Weather	mix index	% of yr	hrly cap	% max cap	Weighting Factor (w)
vfr	100	90	88	100%	1
ifr	100	8.3	49	56%	20
below min	100	1.7	0	0%	25
	100	0	0	0%	0
	100	0	0	0%	0

Ops per hour: 54
 Service volume: 154,334
 Air station: OLF ORANGE GROVE
 Remarks: chart 3-3 vfr, 3-43 ifr and below minimums.
 Date run: 9 February 1994

This portion of the spreadsheet calculates hourly capacity if the hourly capacity base, t & g factor and exit factor are given.

ly cap base	t & go factor	exit factor	hourly cap	chart
56	1.7	0.92	88	3-3
53	1	0.93	49	3-43
0	0	0	0	0
0	0	0	0	0

Notes:

2
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Complete the table below to describe the runway activity to each runway at the home field and all
 2s. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 13 Traffic Count	24,667	33,262	23,700
Runway 19 Traffic Count	7,400	9,978	7,110
Runway 31	9,867	13,304	9,480
Runway 01	7,400	9,978	7,110

FACILITIES (CONT.)

Airfield (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):

	FY 1991	FY 1992	FY 1993
VFR	60 50	60 50	60 50
IFR	40 50	40 50	40 50
Total	100%	100%	100%

2
CONSTRA NO

funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations¹²

ADDITIONAL CAPACITY COULD BE GAINED WITHOUT ADDITIONAL FUNDING FOR PERSONNEL.

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

WITH FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.

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

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overcome.

IF FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.

Cat Code: 171-20

Type Training Facility	Total Number	Design Capacity (PN) ¹³	Capacity (Student HRS/YR)
APPLIED INSTRUCTION	8	143	546,048

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.
 16 HOURS/DAY X 8 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 30,336
 16 HOURS/DAY X 12 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 45,504
 16 HOURS/DAY X 24 STUDENTS/CLASSROOM X 5 CLASSROOMS X 237 DAYS = 455,040
 16 HOURS/DAY X 8 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 15,168

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.
 ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS.
 (2304 X 104) = +239,616.

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 calculations¹⁴
 NO ADDITIONAL CAPACITY COULD BE GAINED WITHOUT ADDITIONAL FUNDING FOR PERSONNEL.

5. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.
 WITH FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.

Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.
 Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

56 55-2R

Cat Code: 171-35

Type Training Facility	Total Number	Design Capacity (PN) ¹⁵	Capacity (Student HRS/YR)
OPER TRAINER	2	16	60,672

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

IFT - 16 HOURS/DAY X 6 SIMULATORS X 237 DAYS = 22,752

OFT - 16 HOURS/DAY X 10 SIMULATORS X 237 DAYS = 37,920

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.

ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS.

(256 X 104) = 26,624

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 calculations¹⁶

NO ADDITIONAL CAPACITY COULD BE GAINED WITHOUT ADDITIONAL FUNDING FOR PERSONNEL.

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

WITH FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.

Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

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

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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.

Cat Code: 179-XX

Type Training Facility	Total Number	Design Capacity (PN) ¹³	Capacity (Student HRS/YR)
SMALL ARMS RANGE	1	10	29,200
FIRE TRNG PIT	1	12	35,040
DOG HANDLER	1	3	8,760

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

- RANGE = 8 HRS/DAY X 10 X 365 DAYS = 29,200
- FIRE TRNG PIT = 8 HR/DAY X 12 X 365 DAYS = 35,040
- DOG HANDLER = 8 HR/DAY X 3 X 365 DAYS = 8,760

¹³ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

Facilities (cont.)

Ground Training (cont.)

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.
UNDER PRESENT CONDITIONS, THE SMALL ARMS RANGE COULD BE INCREASED BY 25% TO 36,500 STUDENT HOURS/YEAR. THE FIRE TRAINING PIT AND DOG HANDLER COURSE COULD BE INCREASED BY A FACTOR OF 3 WITH ROUND THE CLOCK OPERATIONS. FIRE TRAINING PIT = $35,040 \times 3 = 105,120$. DOG HANDLER = $8,760 \times 3 = 26,280$.
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 calculations¹⁴
UNLIMITED
10. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.
DAYLIGHT HOURS ON THE SMALL ARMS RANGE

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

Facilities

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. Provide two estimates:

(a) NAVFAC P-80 standard measures

(b) Real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

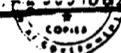
Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-2C	25	48	HANGAR 3741 ONLY.
TA-4J	19	37	HANGAR 3757 ONLY.
T-45A	19	37	HANGAR 3757 ONLY.
T-45A	5	5	HANGAR 760 ONLY.
T-45A	49	95	USING 3 HANGARS FOR T-45 ONLY.

NOTE: NAS KINGSVILLE HAS FOUR HANGARS. HOWEVER, ONLY HANGARS 3741, 3757 AND 760 WOULD BE USED TO HOUSE AIRCRAFT. HANGAR 2713 IS NOT LISTED SINCE IT IS PRIMARILY USED TO SUPPORT AIMD FUNCTIONS.

(See attachment A, pg 50a R) ^{SH} ~~CNER~~ N4434 8/15/94

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.

Spaces were physically counted.



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Facilities

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. Provide two estimates:

(a) NAVFAC P-80 standard measures

(b) Real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-2C	25	48	HANGAR 3741 ONLY.
TA-4J	19	37	HANGAR 3757 ONLY.
T-45A	19	37	HANGAR 3757 ONLY.
T-45A	5	5	HANGAR 760 ONLY.
T-45A	49	95	USING 3 HANGARS FOR T-45 ONLY.

NOTE: NAS KINGSVILLE HAS FOUR HANGARS. HOWEVER, ONLY HANGARS 3741, 3757 AND 760 WOULD BE USED TO HOUSE AIRCRAFT. HANGAR 2713 IS NOT LISTED SINCE IT IS PRIMARILY USED TO SUPPORT AIMD FUNCTIONS.

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. Spaces were physically counted.

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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.

NO OTHER AIRCRAFT BASED AT KINGSVILLE.

Squadron	Number of Aircraft (Fiscal Year)							Mission	
	1994	1995	1996	1997	1998	1999	2000		2001
NONE									

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.).

Aircraft Type	# of Aircraft	Comments
T-45	285	HANGAR 3741 TO 3757 (T-45 ONLY)
T-2C	113	HANGAR 3741 TO AIMD 2713 (T-2/TA-4 MIX)
TA-4J	161	AIMD 2731 TO HANGAR 3757 (T-2/TA-4 MIX)

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

HISTORICAL RECORDS INDICATE AS MANY AS 250 AIRCRAFT HAVE BEEN ADEQUATELY PARKED AT NAS KINGSVILLE. CRITERIA SHOWS THAT THE TA-4, T-2 AND T-45 REQUIRE 715, 982, AND 796 SY RESPECTIVELY. PROPERTY RECORDS INDICATE THERE ARE 292,504 SY OF PARKING SPACE. UTILIZING APPROX 1000 SY PER AIRCRAFT RESULTS IN 293 ALLOWABLE SPACES. THIS AREA ALSO PROVIDES TAXI LANES IN ACCORDANCE WITH NAVFAC P-80.

FACILITIES (CONT.)

Airfield (cont.)

... Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements). **THE ONLY LIMITING FACTOR IS THE NUMBER OF AIRFIELD SUPPORT PERSONNEL.**

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.

CURRENT OPS PER HOUR IS 25.8 (CY 93). ²⁹ ADDITIONAL CAPACITY = 40 OPS PER HOUR FOR A TOTAL OF 65 (ASSUMING 5 AIRCRAFT IN THE PATTERN CONDUCTING AN AVERAGE OF 13 TOUCH AND GOES PER HOUR). SEE PAGE 34 (2) ^{CNATRA N3 REVISION 5/12/99} ^{CNATRA N3}

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

SEE KINGSVILLE SECTION.

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 LIMITING FACTORS.**

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

~~SEE KINGSVILLE SECTION.~~ NAS DRAKE GROVE DOESN'T GENERATE SORTIES AS THERE ARE NO

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	N/A
		JPATS	N/A
Strike	Intermediate	T-2	N/A
		T-45 ¹⁰	N/A
	Advanced	TA-4J	N/A
		T-45	N/A

AIRCRAFT STATIONS THERE. HOWEVER, THERE IS RAMP SPACE FOR 16 AIRCRAFT, BUT NO HANGAR SPACE

² ^{CNATRA N3 REVISION 5/12/99}

Answer for each independent runway complex at the home field and all OLPs and by aircraft type.
Answer for each independent runway complex at the home field and all OLPs and by aircraft type.
⁹ requirements for the T-45 are still being derived, give best estimate.

SUPT	Primary	T-37	
	BF	T-38	
	AT	T-1A	
Etc.			

* USE APPROPRIATE NAVY, AIR FORCE, OR ARMY CHART SEE APPENDIX I.

ILITIES (CONT.)

A. Airfield (cont.)

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain. GIVEN MATERIAL RESOURCES TO MATCH, NEAR LINEAR INCREASES IN SORTIE GENERATION CAPACITY COULD BE EXPECTED BY INCREASING THE DAYS/YEAR (ADD WEEKENDS) AND/OR THE HOURS/DAY FLOWN. ONLY 2 HOURS PER DAY INCREASE IS REASONABLE (16 HRS/DAY PEACETIME TO 18 HRS/DAY MAXIMUM) DUE TO THE DAY/NIGHT FLIGHT REQUIREMENTS OF THE CNO SYLLABUS.

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

Runway/Lane/ Pad (Airfield Name & Runway Designation)	Len gth (ft)	Wid th (ft)	Load Bearin g Capac ity (lbs/ft ²)	Lighting					Arrestin g gear type and location	IFR or VFR (I or V) Capable ? Night (N) Capable ?	Approa ch Aids (IFR/ VFR)
				F	P	C	N	G			
01/19	800 0	200	205,0 00		X				E28	I, V, N	I
13/31	800 0	200	205,0 00		X	X	X		E28	I, V, N	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

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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.

Runway Designation	NAVAID	Published Approaches
VALF ORANGE GROVE 13	TACAN	LOW TACAN USING KINGSMILLER'S TACAN

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ILITIES (CONT.)

A. Airfield (cont.)

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

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

Runway/Lane/ Pad (Airfield Name & Runway Designation)	Len gth (ft)	Wid th (ft)	Load Bearin g Capac ity (lbs/ft ²)	Lighting					Arrestin g gear type and location	IFR or VFR (I or V) Capable ? Night (N) Capable ?	Approa ch Aids (IFR/ VFR)
				F	P	C	N	G			
01/19	800 0	200	205,0 00		←X				E28	I, V, N	I
13/31	800 0	200	205,0 00		←X	←X			E28	I, V, N	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

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.

Runway Designation	NAVAID	Published Approaches
NALF ORANGE GROVE 13	TACAN	LOW TACAN / LOW TACAN OFF NQI

NALF ORANGE GROVE 31	TACAN	LOW TACAN / LOW TACAN OFF NQI
-------------------------	-------	----------------------------------

NALF ORANGE GROVE 01 TACAN LOW TACAN OFF NQI

NALF ORANGE GROVE 19 TACAN LOW TACAN OFF NQI

NOTE:

PAR TO ALL RUNWAYS AND ILS TO RUNWAY 13 TO BE ADDED IN FY94.

FACILITIES (CONT.)

Airfield (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.

NALF ORANGE GROVE

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	350,489	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	10,000	
113	Access Aprons	SY	0	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	300	
121	Defueling	OL/GM	78,500 0	
124	Fuel Storage	GA	+ 75,000	
136-36 (USN)	Carrier Lighting	EA	8 1	CNATRA No JCC
149	Arresting Gear	EA	8 8	
421 422(AF)	Ammunition Storage	CF	0	
422	Open Ammunition Storage	SY	0	

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

NONE

ilities (cont.)

B. 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.)

Syllabus of Training *	Level of Training *	Trainer Aircraft	# Workable Blocks of Airspace	Type of Airspace	Average Block Dimensions	Availability (Hrs/Yr)/Block
General	Primary	T-34C	N/A			
		JPATS	N/A			
Strike	Intermediate	T-2C	N/A			
		T-45	N/A			
		JPATS	N/A			
	Advanced	TA-4J	N/A			
T-45		36	MOA, RR, WA, MTR	22 X 22 X 15000	(1) (2)	
Etc.			N/A			
Total			36			

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

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

NOTE: (1) ALL BLOCKS AVAILABLE DURING ALL DAYLIGHT HOURS MON-FRI AND MAY BE SCHEDULED AS REQUIRED ON WEEKENDS.

(2) 36 BLOCKS AVAILABLE IN MOA iWA. OTHER TYPES OF AIRSPACE ARE REQUIRED.

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. N/A

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ilities (cont.)

I Airspace (cont.)

3. 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 installation that are used for flight training. For each airspace provide the following information (seven questions):

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.

ATCAA / MOA / KINGS I / 10 NM SW NAS KINGSVILLE / 80x70x8000-FL350 / SUNRISE-2400(M-F)
OTHER TIMES BY NOTAM AND SUNRISE TO SUNSET (SAT) / HOUSTON CENTER / TW-2 / N/A /
10 NM SW KINGSVILLE ATA

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES / NAS KINGSVILLE

c. Does the Navy/Air Force/Army 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 / NO

d. What is the distance en route?

1 NM

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 in usable airspace. Provide the basis/calculations for these estimates.

YES. OVER 300%. ON A TYPICAL DAY, NAS KINGSVILLE LAUNCHES AN AVERAGE OF 8 FLIGHTS PER HOUR WHICH REQUIRE LOCAL AIRSPACE. LOCAL AIRSPACE CAN ACCOMODATE 36 FLIGHTS PER HOUR WITH THE FOLLOWING MIX: KINGS 1 & 2 MOA - 6, CHASE MOA - 3, CHASE 2 MOA - 2, CHASE 3 MOA - 3, W228 - 22. THESE CALCULATIONS ARE BASED ON AN AVERAGE WORKING BLOCK OF 484 SQ NM. VERTICALLY SEPARATING AIRCRAFT WITHIN THE BLOCKS WOULD PROVIDE AN ADDITIONAL WORKLOAD BEYOND 300% INCREASE.

FACILITIES (CONT.)

Airspace (cont.)

3. 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 installation that are used for flight training. For each airspace provide the following information (seven questions):

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.
ATCAA / MOA / KINGS 2 / OVERHEAD NAS KINGSVILLE / 19x23x13000-FL350 / SUNRISE - 2400 (M-F) OTHER TIMES BY NOTAM AND SUNRISE - SUNSET (SAT) / HOUSTON CENTER / TW-2 / N/A / OVERHEAD NAS KINGSVILLE ATA

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES / NAS KINGSVILLE

c. Does the Navy/Air Force/Army 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 / NO

d. What is the distance en route?

OVERHEAD

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 in usable airspace. Provide the basis/calculations for these estimates.

~~PREVIOUSLY ANSWERED~~

YES. OVER 300% ON A TYPICAL DAY. NAS KINGSVILLE LAUNCHES AN AVERAGE OF 8 FLIGHTS PER HOUR WHICH REQUIRE LOCAL AIRSPACE. LOCAL AIRSPACE CAN ACCOMMODATE 36 FLIGHTS PER HOUR WITH THE FOLLOWING MIX: KINGS 132 MOA -6, CHASE MOA -3, CHASE 2 MOA -2, CHASE 3 MOA -3, W228 -22. THESE CALCULATIONS ARE BASED ON AN AVERAGE WORKING BLOCK OF 484 SQ NM. VERTICALLY SEPARATING AIRCRAFT WITHIN THE BLOCKS WOULD PROVIDE AN ADDITIONAL WORKLOAD BEYOND THE 300% INCREASE

FACILITIES (CONT.)

Airspace (cont.)

3. 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 installation that are used for flight training. For each airspace provide the following information (seven questions):

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.

ATCAA / MOA / CHASE 1 / 30 NM NORTH NAS KINGSVILLE / 45x45x11000-FL350 / SUNRISE - 2400 (M-F) OTHER TIMES BY NOTAM AND 1400-2400 (SUN) / HOUSTON CENTER / TW-2 / N/A / N/A

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES / NAS KINGSVILLE / HOUSTON CENTER

c. Does the Navy/Air Force/Army 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 / NO

d. What is the distance en route?

NM

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 in usable airspace. Provide the basis/calculations for these estimates.

~~PREVIOUSLY ANSWERED~~

YES. OVER 300% ON A TYPICAL DAY. NAS KINGSVILLE LAUNCHES AN AVERAGE OF 8 FLIGHTS PER HOUR WHICH REQUIRE LOCAL AIRSPACE. LOCAL AIRSPACE CAN ACCOMMODATE 36 FLIGHTS PER HOUR WITH THE FOLLOWING MIX: KING 1 BZ MUA - 6, CHASE MOA - 3, CHASE 2 MUA - 2, CHASE 3 MUA - 3, W228 - 22. THESE CALCULATIONS ARE BASED ON AN AVERAGE WORKING BLOCK OF 484 SQ NM. VERTICALLY SEPARATING AIRCRAFT WITHIN THE BLOCKS WOULD PROVIDE AN ADDITIONAL WORKLOAD BEYOND THE 300% INCREASE

45

2
CNATRAVS
5/12/94

CLOSE HOLD

N60241

Facilities (cont.)

Airspace (cont.)

3. 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 installation that are used for flight training. For each airspace provide the following information (seven questions):

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.
ATCAA / MOA / CHASE 2 / 70 NM N NAS KINGSVILLE / 38x24x9000-FL350 / SUNRISE - 2400 (M-F) OTHER TIMES BY NOTAM AND 1400-2400 (SUN) / HOUSTON CENTER / TW-2 / N/A / N/A

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES / NAS KINGSVILLE / HOUSTON CENTER

c. Does the Navy/Air Force/Army 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 / NO

d. What is the distance en route?

70 NM

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 in usable airspace. Provide the basis/calculations for these estimates.

~~PREVIOUSLY ANSWERED~~

YES. OVER 300% ON A TYPICAL DAY, NAS KINGSVILLE LAUNCHES AN AVERAGE OF 8 FLIGHTS PER HOUR WHICH REQUIRE LOCAL AIRSPACE. LOCAL AIRSPACE CAN ACCOMMODATE 36 FLIGHTS PER HOUR WITH THE FOLLOWING MIX: KINGS 132 MOA -6, CHASE MOA -3, CHASE 2 MOA -2, CHASE 3 MOA -3, WZZB -22. THESE CALCULATIONS ARE BASED ON AN AVERAGE WORKING BLOCK OF 484 SQ NM. VERTICALLY SEPARATING AIRCRAFT WITHIN THE BLOCKS WOULD PROVIDE AN ADDITIONAL WORKLOAD BEYOND THE 300% INCREASE .46

N60241

2
LWATMAN'S
5/11/54

CLOSE HOLD

Facilities (cont.)

Airspace (cont.)

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 installation that are used for flight training. For each airspace provide the following information (seven questions):

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.
ATCAA / MOA / CHASE 3 / 30 NM N NAS KINGSVILLE / 58x58x8000-FL230 / SUNRISE - 2400 (M-F) OTHER TIMES BY NOTAM AND 1400-2400 (SUN) / HOUSTON CENTER / TW-2 / N/A / OVERHEAD NALF ORANGE GROVE

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES / NAS KINGSVILLE

c. Does the Navy/Air Force/Army 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 / NO

d. What is the distance en route?
30 NM

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 in usable airspace. Provide the basis/calculations for these estimates.

~~PREVIOUSLY ANSWERED~~

YES. OVER 300% ON A TYPICAL DAY, NAS KINGSVILLE LAUNCHES AN AVERAGE OF 8 FLIGHTS PER HOUR WHICH REQUIRE LOCAL AIRSPACE. LOCAL AIRSPACE CAN ACCOMMODATE 36 FLIGHTS PER HOUR WITH THE FOLLOWING MIX: KINGS 132 MOA -6, CHASE MOA -3, CHASE 2 MOA -2, CHASE 3 MOA -3, W228 -22. THESE CALCULATIONS ARE BASED ON AN AVERAGE WORKING BLOCK OF 484 SQ NM. VERTICALLY SEPARATING AIRCRAFT WITHIN THE BLOCKS WOULD PROVIDE AN ADDITIONAL WORKLOAD BEYOND THE 300% INCREASE

~
CANTANAS
5/11/14

CLOSE HOLD

Facilities (cont.)

3. Airspace (cont.)

3. 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 installation that are used for flight training. For each airspace provide the following information (seven questions):

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 / 228 / 40 NM EAST NAS KINGSVILLE / 93x125xSURF-FL450 / CONTINUOUS / HOUSTON CENTER / NAS CORPUS CHRISTI / N/A / N/A

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
YES / NAS CORPUS CHRISTI / HOUSTON CENTER

c. Does the Navy/Air Force/Army 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 / NO

d. What is the distance en route?
40 NM

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 in usable airspace. Provide the basis/calculations for these estimates.

~~PREVIOUSLY ANSWERED~~

YES. OVER 300% ON A TYPICAL DAY, NAS KINGSVILLE LAUNCHES AN AVERAGE OF 8 FLIGHTS PER HOUR WHICH REQUIRE LOCAL AIRSPACE. LOCAL AIRSPACE CAN ACCOMMODATE 36 FLIGHTS PER HOUR WITH THE FOLLOWING MIX: KINGS 132 MOA-6 CHASE MOA-3 CHASE 2 MOA-7 CHASE 3 MOA-3, W228-22. THESE CALCULATIONS ARE BASED ON AN AVERAGE WORKING BLOCK OF 484 SQ NM. VERTICALLY SEPARATING AIRCRAFT WITHIN THE BLOCKS WOULD PROVIDE AN ADDITIONAL WORKLOAD BEYOND THE 300%
48

UNCLASIFIED.

N60241

CLOSE HOLD

2
CNA TR 4 N3
5/12/94

Facilities (cont.)

3. Airspace (cont.)

3. 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 installation that are used for flight training. For each airspace provide the following information (seven questions):

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 / 632C / OVERHEAD NAS KINGSVILLE / 519 SQ NM x 18000 / SUNRISE - 2400 (M-F) / HOUSTON CENTER / N/A / N/A / OVERHEAD NAS KINGSVILLE

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES / NAS KINGSVILLE

c. Does the Navy/Air Force/Army 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 / NO

d. What is the distance en route?

OVERHEAD

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 in usable airspace. Provide the basis/calculations for these estimates.

~~PREVIOUSLY ANSWERED~~

YES. AN ALERT AREA IS ESTABLISHED TO NOTIFY THE PUBLIC OF OPERATIONS IN EXCESS OF 250,000 OPERATIONS. OTHER ALERT AREAS UNDERNEATH CHASE 3 BILLINGSVILLE 1 MOA'S COULD BE ESTABLISHED. 200% INCREASE IN ALERT AREA COVERAGE COULD BE REALIZED.

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CNATRA 13
5/12/94.

Facilities (cont.)

Airspace (cont.)

3. 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 installation that are used for flight training. For each airspace provide the following information (seven questions):

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 / 6312 / 60 NM NW NAS KINGSVILLE / 10x16x12000 / SUNRISE - SUNSET OR BY NOTAM / HOUSTON CENTER / AIR OPS NAS KINGSVILLE / SPOTTERS / N/A

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

YES / McMULLEN TARGET PERSONNEL FOR COMMUNICATIONS ONLY

c. Does the Navy/Air Force/Army 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?

LEASE OF SOME PROPERTY AROUND TARGET UP FOR RENEWAL IN 2000
PART OF LAND IS OWNED AND PART IS LEASED

d. What is the distance en route?

70 NM

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 in usable airspace. Provide the basis/calculations for these estimates.

~~PREVIOUSLY ANSWERED~~

YES. SEE PAGE 50(A)

2
CNATRA N3
REVISION
5/12/94

Target Capacity	
11 May 94	
Air Station	NAS Kingsville
Type aircraft (syllabus)	T-45 (TS)
Sorties per student	11
Sorties per IUT	4
Instructor to Student Ratio	0.40882
Attrition	0.08
Overhead in phase	0.062
Daylight hours at target	10.1
Annual number of training days	237
Efficiency Factor	0.5
Number of instructors in IUT	0.15
Average number of students/target period	3
Attrition point in syllabus	0.5
Number of targets	1
Periods available per hour	2
Target periods available	2394
PTR Capacity	578

Note: This spreadsheet gives a simple look at target capacity and does not take into account airport capacity. During periods of sustained significant poor weather, pooling of students will occur. It assumes the target is capable of sustaining required weapons drops and firings.

N60241

50(2)

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 (NATL) 512-94

DC19

ands, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations¹²

ADDITIONAL CAPACITY COULD BE GAINED WITHOUT ADDITIONAL FUNDING FOR PERSONNEL.

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

WITH FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.

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

55 R

N60241 (R-1) (5/16/94)

CLOSE HOLD

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**TH FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN
SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.**

CLOSE HOLD

Cat Code: 171-20

Type Training Facility	Total Number	Design Capacity (PN) ¹³	Capacity (Student HRS/YR)
APPLIED INSTRUCTION	8	143	546,048

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.
- 16 HOURS/DAY X 8 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 30,336
 16 HOURS/DAY X 12 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 45,504
 16 HOURS/DAY X 24 STUDENTS/CLASSROOM X 5 CLASSROOMS X 237 DAYS = 455,040
 16 HOURS/DAY X 8 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 15,168

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. ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS. (2304 X 104) = +239,616.

4. Assuming that ground school training facility is not constrained by additional construction/equipment costs, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations¹⁴
 NO ADDITIONAL CAPACITY COULD BE GAINED WITHOUT ADDITIONAL FUNDING FOR PERSONNEL.

5. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.
 WITH FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.

Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

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

56-55.2R

Code: 171-35

Type Training Facility	Total Number	Design Capacity (PN) ¹⁵	Capacity (Student HRS/YR)
OPER TRAINER	2	16	60,672

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

IFT - 16 HOURS/DAY X 6 SIMULATORS X 237 DAYS = 22,752

OFT - 16 HOURS/DAY X 10 SIMULATORS X 237 DAYS = 37,920

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.

ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS.

$(256 \times 104) = 26,624$

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 calculations¹⁶

ADDITIONAL CAPACITY COULD BE GAINED WITHOUT ADDITIONAL FUNDING FOR PERSONNEL.

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

WITH FURTHER FUNDING THERE ARE NO LIMITING FACTORS. THERE IS MORE THAN SUFFICIENT SPACE TO BUILD ADDITIONAL TRAINING FACILITIES AT NAS KINGSVILLE.

Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

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

57 55-b R

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.

Cat Code: 179-XX

Type Training Facility	Total Number	Design Capacity (PN) ¹³	Capacity (Student HRS/YR)
SMALL ARMS RANGE	1	10	29,200
FIRE TRNG PIT	1	12	35,040
DOG HANDLER	1	3	8,760

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

- RANGE = 8 HRS/DAY X 10 X 365 DAYS = 29,200
- FIRE TRNG PIT = 8 HR/DAY X 12 X 365 DAYS = 35,040
- DOG HANDLER = 8 HR/DAY X 3 X 365 DAYS = 8,760

¹³ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

ilities (cont.)

Ground Training (cont.)

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.

UNDER PRESENT CONDITIONS, THE SMALL ARMS RANGE COULD BE INCREASED BY 25% TO 36,500 STUDENT HOURS/YEAR. THE FIRE TRAINING PIT AND DOG HANDLER COURSE COULD BE INCREASED BY A FACTOR OF 3 WITH ROUND THE CLOCK OPERATIONS. FIRE TRAINING PIT = $35,040 \times 3 = 105,120$. DOG HANDLER = $8,760 \times 3 = 26,280$.

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 calculations¹⁴

UNLIMITED

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

DAYLIGHT HOURS ON THE SMALL ARMS RANGE

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

Facilities

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. Provide two estimates:

(a) NAVFAC P-80 standard measures

(b) Real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-2C	25	48	HANGAR 3741 ONLY.
TA-4J	19	37	HANGAR 3757 ONLY.
T-45A	19	37	HANGAR 3757 ONLY.
T-45A	5	5	HANGAR 760 ONLY.
T-45A	49	95	USING 3 HANGARS FOR T-45 ONLY.

NOTE: NAS KINGSVILLE HAS FOUR HANGARS. HOWEVER, ONLY HANGARS 3741, 3757 AND 760 WOULD BE USED TO HOUSE AIRCRAFT. HANGAR 2713 IS NOT LISTED SINCE IT IS PRIMARILY USED TO SUPPORT AIMD FUNCTIONS.

(See Attachment A, pg 50a R) ^{SH} ~~CNET~~ N4434 8/15/94

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.
Spaces were physically counted.

60241

Facilities

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. Provide two estimates:

(a) NAVFAC P-80 standard measures

(b) Real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-2C	25	48	HANGAR 3741 ONLY.
TA-4J	19	37	HANGAR 3757 ONLY.
T-45A	19	37	HANGAR 3757 ONLY.
T-45A	5	5	HANGAR 760 ONLY.
T-45A	49	95	USING 3 HANGARS FOR T-45 ONLY.

NOTE: NAS KINGSVILLE HAS FOUR HANGARS. HOWEVER, ONLY HANGARS 3741, 3757 AND 760 WOULD BE USED TO HOUSE AIRCRAFT. HANGAR 2713 IS NOT LISTED SINCE IT IS PRIMARILY USED TO SUPPORT AIMD FUNCTIONS.

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. Spaces were physically counted.

(R)
(R)

glin

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.

NO OTHER AIRCRAFT BASED AT KINGSVILLE.

Squadron	Number of Aircraft (Fiscal Year)							Mission	
	1994	1995	1996	1997	1998	1999	2000		2001
NONE									

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.).

Aircraft Type	# of Aircraft	Comments
T-45	285	HANGAR 3741 TO 3757 (T-45 ONLY)
T-2C	113	HANGAR 3741 TO AIMD 2713 (T-2/TA-4 MIX)
TA-4J	161	AIMD 2731 TO HANGAR 3757 (T-2/TA-4 MIX)

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

HISTORICAL RECORDS INDICATE AS MANY AS 250 AIRCRAFT HAVE BEEN ADEQUATELY PARKED AT NAS KINGSVILLE. CRITERIA SHOWS THAT THE TA-4, T-2 AND T-45 REQUIRE 715, 982, AND 796 SY RESPECTIVELY. PROPERTY RECORDS INDICATE THERE ARE 292,504 SY OF PARKING SPACE. UTILIZING APPROX 1000 SY PER AIRCRAFT RESULTS IN 293 ALLOWABLE SPACES. THIS AREA ALSO PROVIDES TAXI LANES IN ACCORDANCE WITH NAVFAC P-80.

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.).

Aircraft Type	# of Aircraft	Comments
T-2C	25	HANGAR 3741 ONLY.
TA-4J	19	HANGAR 3757 ONLY.
T-45A	19	HANGAR 3757 ONLY.
T-45A	5	HANGAR 760 ONLY.
T-45A	49	USING 4 HANGARS FOR T-45 ONLY.

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. SPACES WERE PHYSICALLY COUNTED.

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-2C	50	CURRENT MIX. HANGAR 3741.
TA-4J	60	CURRENT MIX. HANGAR 3757.
T-45A	50	CURRENT MIX. HANGAR 3757.
T-45A	200 588*	USING ALL 3 HANGARS FOR T-45 ONLY.

* SCHEDULED MAINTENANCE ONLY. HANGAR SPACE IS USED AS LIMITER

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

~~CALCULATIONS ARE BASED ON HISTORICAL DATA FOR THE T-2C AND TA-4J.~~
~~CALCULATIONS FOR THE T-45 ARE BASED ON APPROXIMATELY 1/2 THE MAINTENANCE REQUIREMENTS OF THE TA-4J.~~

NUMBER OF HANGAR SPACES TIMES 12, PER NAVFAC P-80

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).

NO BACKLOGS AT THIS TIME.

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Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

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.

Aircraft Type	# of Aircraft	Comments
T-45	106	

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

100% OF SUPPLY STOCK = 21,330 SQ FT OF WAREHOUSE SPACE TO SUPPORT 72 T-45 AIRCRAFT. KINGSVILLE HAS AN ADDITIONAL 10,000 SQ FT OF AVAILABLE WAREHOUSE SPACE (46.8% OF OCCUPIED SPACE). $46.8 \times 72 = 34$ ADDITIONAL AIRCRAFT FOR A TOTAL OF 106 AIRCRAFT.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission. NONE

Berthing Facilities - Current

CCN	BLDG #	TOT BEDS	TOT ROOMS	ADEQUATE		SUBSTANDARD		INADEQUATE	
				BEDS	SF	BEDS	SF	BEDS	SF
721-11	3740	126	63	0	0	126	31800	0	0
	3730	28	14	28	7588	0	0	0	0
	2151	9	9	9	1224	0	0	0	0
721-12	3730	28	14	28	7588	0	0	0	0
	3755	154	77	4	1200	150	44936	0	0
	2151	3	3	3	919	0	0	0	0
721-13	3730	16	8	16	4421	0	0	0	0
	3755	18	18	6	3830	0	0	12	7659
721-40	3755	6	3	6	2003	0	0	0	0
724-11	2700	34	34	34	27711	0	0	0	0
	3730	69	69	69	38076	0	0	0	0
724-12	2700	15	15	15	12334	0	0	0	0
	3730	2	2	2	2150	0	0	0	0
	3729	10	10	10	9863	0	0	0	0

Berthing Facilities - FY 1997

CCN	BLDG #	TOT BEDS	TOT ROOMS	ADEQUATE		SUBSTANDARD		INADEQUATE	
				BEDS	SF	BEDS	SF	BEDS	SF
721-11	3740	126	63	126	31800	0	0	0	0
	3730	28	14	28	7588	0	0	0	0
	2151	9	9	9	1224	0	0	0	0
721-12	3730	28	14	28	7588	0	0	0	0
	3755	77	77	77	46136	0	0	0	0
	2151	3	3	3	919	0	0	0	0
721-13	3730	16	8	16	4421	0	0	0	0
	3755	18	18	18	11489	0	0	0	0
721-40	3755	6	3	6	2003	0	0	0	0
724-11	2700	34	34	34	27711	0	0	0	0
	3730	69	69	69	38076	0	0	0	0
724-12	2700	15	15	15	12334	0	0	0	0
	3730	2	2	2	2150	0	0	0	0
	3729	10	10	10	9863	0	0	0	0

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Features and Capabilities

A. 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.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Adequate	Substandard	Inadequate	Total people housed
721-11/3740	126	63	0	63*	0	126
721-11/3730	28	14	14	0	0	28
721-12/3730	28	14	14	0	0	28
721-12/3755	154	77	0	77*	0	154
721-11/2151	9	9	9	0	0	9
721-12/2151	3	3	3	0	0	3
721-13/3730	16	8	8	0	0	16
721-13/3755	18	18	6	12*	0	18
721-40/3755	6	3	3	0	0	6
724-11/2700	34	34	34	0	0	34
724-11/3730	69	69	69	0	0	69
724-12/2700	15	15	15	0	0	15
724-12/3730	2	2	2	0	0	2
724-12/3729	10	10	10	0	0	10

*NOTE: RECENT DESIGN CRITERIA CHANGES MAKE THESE CATEGORIES SUBSTANDARD. SPECIAL PROJECTS HAVE BEEN SUBMITTED AND PROGRAMMED TO BRING FACILITIES UP TO NEW DESIGN CRITERIA.

Features and Capabilities

B. 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.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	* Total people housed
721-11/3740	126	63	126
721-11/3740	28	14	28
721-12/3730	28	14	28
721-12/3755	154	77	154
721-11/2151	9	9	9
721-12/2151	3	3	3
721-13/3730	16	8	16
721-13/3755	18	18	18
721-40/3755	6	3	6
724-11/2700	34	34	34
724-11/3730	69	69	69
724-12/2700	15	15	15
724-12/3730	2	2	2
724-12/3729	10	10	10

*This information will be recalculated to reflect FY 93 AOB (Avg. daily usage) for officer, enlisted, and civilian personnel. Revised data will be forwarded ASAP.
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Note: All billeting is for permanent party with the exception of 8 students who stay in a BOQ.

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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.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
721-11/3740	126	63	126
721-11/3730	28	14	28
721-12/3730	28	14	28
721-12/3755	77	77	77
721-11/2151	9	9	9

60241

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.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Adequate	Substandard	Inadequate	Total People Housed
721-11/3740	126	63	63	0	0	126
721-11/3730	28	14	14	0	0	28
721-12/3730	28	14	14	0	0	28
721-12/3755	77	77	77	0	0	77
721-11/2151	9	9	9	0	0	9
721-12/2151	3	3	3	0	0	3
721-13/3730	16	8	8	0	0	16
721-13/3755	18	18	18	0	0	18
721-40/3755	6	3	3	0	0	6
724-11/2700	34	34	34	0	0	34
724-11/3730	69	69	69	0	0	69
724-12/2700	15	15	15	0	0	15
724-12/3730	2	2	2	0	0	2
724-12/3729	10	10	10	0	0	10

CLOSE HOLD

721-12/2151	3	3	3
721-13/3730	16	8	16
721-13/3755	18	18	18
721-40/3755	6	3	6
724-11/2700	34	34	34
724-11/3730	69	69	69
724-12/2700	15	15	15
724-12/3730	2	2	2
724-12/3729	10	10	10

CLOSE HOLD

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Features and Capabilities (cont.)

A. Housing and Messing (cont.)

3. Provide data on the messing facilities assigned to your current plant account.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
NONE*			

*MESSING IS PROVIDED THROUGH AGREEMENT WITH NAFI CONSOLIDATED CLUB.

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
NONE*			

*MESSING WILL BE PROVIDED THROUGH AGREEMENT WITH NAFI CONSOLIDATED CLUB.

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.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ	156	156	156	156	156	156	156
BEQ	316	316	316	316	316	316	316
On-Base Housing	0	0	0	0	0	0	0

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Off-Base Housing	242	242	242	242	242	242	242
Messing	800	800	800	800	800	800	800
Average Daily Student Load	714	714	714	714	714	714	714

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6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

THE AVERAGE DAILY STUDENT LOAD IS THE SUMMATION OF STUDENTS LIVING IN THE BOQ, BEQ, AND OFF-BASE HOUSING. THIS IS:

$156 + 316 + 242 = 714$. OF 714, 214 ARE OFFICERS, AND REMAINING 500 ARE ENLISTED.

THE BOQ CAPACITY IS BASED ON NUMBER OF ROOMS AVAILABLE IN CURRENT BOQ FACILITIES. THIS WOULD REMAIN THE SAME THROUGH 2001. THE BEQ, AS CONFIGURED FOR TWO PERSONS TO A ROOM, COULD ACCOMMODATE 316 STUDENTS. CURRENTLY, THERE ARE NO ENLISTED STUDENTS AT NAS KINGSVILLE. STRIKE PILOT TRAINING IS OUR ONLY TRAINING MISSION.

THERE ARE 242 UNITS OF NAVY FAMILY HOUSING LOCATED OFF-SITE FROM NAS KINGSVILLE ON 30 ACRES OF NAVY OWNED PROPERTY. THERE ARE 50 UNITS OF OFFICER HOUSING (EXCLUDING TWO COMMAND QUARTERS) AND 184 UNITS FOR ENLISTED. THIS IS PROJECTED TO REMAIN THE SAME THROUGH THE YEAR 2001, ALTHOUGH ENLISTED UNITS CAN BE EASILY CONVERTED TO OFFICER HOUSING AND VICE VERSA.

THE MESSING IS PROVIDE THROUGH AN AGREEMENT WITH THE ON-BASE NAFI CONSOLIDATED CLUB. THE MAXIMUM NUMBER OF STUDENTS WHICH COULD BE ACCOMMODATED AT THE CONSOLIDATED CLUB IS 800.

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission. NONE

Features and Capabilities (cont.)

Housing and Messing (cont.)

3. Provide data on the messing facilities assigned to your current plant account.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
NONE*			

*MESSING IS PROVIDED THROUGH AGREEMENT WITH NAFI CONSOLIDATED CLUB.

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
NONE*			

*MESSING WILL BE PROVIDED THROUGH AGREEMENT WITH NAFI CONSOLIDATED CLUB.

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.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ	4	6	8	10	10	8	6
BEQ	0	0	0	0	0	0	0
On-Base Housing	9	15	20	26	26	20	16
Off-Base Housing	50	92	121	158	158	120	94
Messing	0	0	0	0	0	0	0
Average Daily Student Load	63	113	149	194	194	148	116

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced. 1994 SPREAD OF STUDENTS (ACTUAL) LIVING IN THE BOQ, ON BASE HOUSING AND OFF BASE HOUSING IS AS FOLLOWS:

00	05%
BASE HOUSING	13%
OFF BASE HOUSING	82%

APPLYING THESE PERCENTAGES TO FUTURE YEARS OF THE AVERAGE DAILY STUDENT LOAD (ADSL) RESULTS IN THE NUMBERS DISPLAYED IN THE TABLE. THE ADSL IS DERIVED FROM PROJECTED PILOT TRAINING RATE (PTR).

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission. NONE

Appendix 1

Appendix 1 a

Navy pilot training syllabi with service components trained.

Syllabus of Training	
Strike	USN
	USMC
	FMS
Maritime	USN
	USMC
	USCG
	FMS
	USAF
E2/C2	USN
	USMC
	USCG
	FMS
Rotary	USN
	USMC
	USCG
	FMS

Navy NFO training syllabi with service components trained.

Adv Navigator (NAV)	USN
	FMS
	NOAA
Tact Navigator (TN/BN)	USN
	USMC
Radar Intercept Officer (RIO)	USN
	USMC
Over Water Jet Navigator (OJT)	USN
Airborne Tact Data Systems (ATDS)	USN

USCG

Navy pilot training syllabi with levels of training and types of aircraft used.

General	Primary	T-34C
		JPATS
Strike	Intermediate	T-2
		T-45 ¹³
	Advanced	TA-4J
		T-45
E2/C2	Intermediate	T-44
	Advanced	T-45 ²
		T-2
Maritime	Intermediate	T-34C
		JPATS
	Advanced	T-44
Rotary	Intermediate	T-34C
		JPATS
	Advanced	TH-57

Navy NFO syllabi of training with levels of training and types of aircraft used.

General	Primary	T-34/T-2
		JPATS
General	Intermediate	T-34/T-2
NAV	Advanced	T-43
TN/BN	Advanced	T-2
	Advanced	T-39
RIO	Advanced	T-2
	Advanced	T-39
OJN	Advanced	T-2
	Advanced	T-39
ATDS	Advanced	E-2C

Navy list of aircraft used in undergraduate pilot and NFO training.

T-2
TA-4J
T-34C
T-39
T-43
T-44
T-45
TH-57

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

CLOSE HOLD

JPATS

CLOSE HOLD

Appendix 1 b
Air Force pilot training syllabi with service components trained.

Syllabus of Training	
Flight Screening	USAF
	ANG
	AFRES
	USAF A
	FMS
UPT	USAF
	ANG
	AFRES
	FMS
SUPT	USAF
	ANG
	AFRES
	FMS
	NAVY
SUPT HELO	USAF
	ANG
	AFRES
ENJJPT	USAF
	ANG
	AFRES
	NATO
BANKED REQ T-38	USAF
BANKED REQ T-1	USAF
FIXED WING QUAL TNG	USAF
	ANG
	AFRES
ROTARY WING QUAL	USAF
	ANG
	AFRES
AVIATION LEADERSHIP PROGRAM T-37	FMS
UPT T-38 ADVANCED TNG PGM	FMS

INTRO TO FTR JND (IFF) AT-38	USAF
	ANG
	AFRES
	NATO
	FMS
INTRO TO BOMBER FUND (IBF) (NO A/C, SIMS ONLY)	USAF
	AFRES
	ANG
T-43	USAF
	FMS
PILOT INSTR TNG (PIT) T- 37	USAF
	FMS
PILOT INSTR TNG (PIT) T- 38	USAF
	FMS
PILOT INSTR TNG (PIT) T- 1	USAF
T-1 PIT TRANSITION	USAF
PILOT INSTR TNG (PIT) AT-38	USAF
	NATO
ENJJPT PIT T-37	USAF
	NATO
ENJJPT PIT T-38	USAF
	NATO
JET CURRENCY COURSE T-38	USAF
	ANG
	AFRES
MED OFFICER FLT FAM TNG T-37	USAF

Air Force navigator training syllabi with service components trained.

Syllabus of Training	
SUNT Core Sys Off Tng	USAF
	ANG
	FMS
SUNT Core Topoff Tng	USAF
	ANG
SUNT Core Nav Tng	USAF
	ANG
	AFRES
	FMS
SUNT Core EWO Tng	USAF
	ANG
	AFRES
	USMC
SUNT Core EWO + Topoff	USAF
	ANG
Interservice UNT	USN
	FMS
	NOAA
USMC UNT	USMC
EWO Tng CAF	USAF
Nav Instr Tng T-43	USAF
	USN
Intro to Ftr Fundamentals WSO AT-38	USAF
	ANG
	FMS
IFF Instr WSO Tng AT-38	USAF

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Air Force pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
Screening	Accession	T-3A, T-41
UPT	Primary	T-37
	Advanced	T-38
SUPT	Primary	T-37
		JPATS
	Advanced BF	T-38
	Advanced AT	T-1A
ENJJPT	Primary	T-37
		JPATS
	Advanced	T-38
Banked Req	Graduate	T-38
Banked Req	Graduate	T-1A
Fixed Wing Qual	Grad Phase 2	T-37
	Phase 3 or	T-1
	Phase 3	T-38
Rotary Wing Qual	Graduate	UH-1
Aviation Ldrshp Pgm	Primary	T-37
Adv Tng Pgm	Advanced	T-38
IFF	Graduate	AT-38
IBF	Graduate	T-1A Sims Only
T-43 Pilot Tng	Graduate	T-43
PIT T-37	Graduate	T-37
PIT T-38	Graduate	T-38
PIT T-1A	Graduate	T-1A
T-1A Transition	Graduate	T-1A
IFF PIT	Graduate	AT-38
ENJJPT T -37 PIT	Graduate	T-37
ENJJPT T-38 PIT	Graduate	T-38
Jet Currency Course	Graduate	T-38
Med Off Flt Fam Tng	Graduate	T-37

Air Force navigator syllabi of training with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
SUNT SO Tng	Primary	T-43
	Advanced	T-38
SUNT Topoff Tng	Advanced	T-37
SUNT Nav Tng	Primary	T-43
	Advanced	T-43
SUNT EWO Tng	Primary	T-37/T-43
	Advanced	T-43
SUNT EWO Topoff	Advanced	T-37
Interservice UNT	Advanced	T-43
USMC UNT	Primary	T-43
EWO Tng CAF	Advanced	T-43
Nav Instr Tng	Graduate	T-43
IFF WSO	Graduate	AT-38
IFF WSO Instr Tng	Graduate	AT-38

Air Force list of aircraft used in undergraduate pilot and navigator training.

T-37
JPATS
T-38
T-1A
AT-38
T-43
UH-1

Appendix 1 c

Army pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
IERW	Primary	UH-1/TH-67
	Instruments	UH-1/TH-67
	Track	UH-1/OH-58
Graduate	AQC IPC MOI MTP	AH-64
	AQC IPC MOI MTP	CH-47D
	AQC SUP MOI MTP SUP (M)	OH-58D
	AQC IPC MOI MTP	AH-1
	AQC IPC MOI MTP	UH-60
	IPC MOI	OH-58A/C
	IPC NVG RWART RWIC RWQC RWIFEC MOI (CT) MOI (NVG)	UH-1
	FWMEQC FWIPC	U-21
	AQC FLT Refresher	C-12
	Euro/NATO	Primary Instru ADINS ADCON C/S

Spanish	RWQC TQO IERW NVG IPC	UH-1
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Army pilot training syllabi with service components trained.

IERW	USA
	USAF
	USAF (RWQC)
	SPANISH
	EURO/NATO
	FMS
	OTHER
Graduate	USA
	SPANISH
	EURO/NATO
	FMS
	OTHER

Command: NAS Kingsville

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

T L McClelland
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

J B Greene Jr.
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)

WB Hayden
Signature

Chief of Naval Air Training
Title

9 MAY 94
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

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

NEXT ECHELON LEVEL (if applicable)

S. L. COUNTS, CAPT. USN
NAME (Please type or print)

S. L. Counts
Signature

COMMANDER
Title

2 May 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

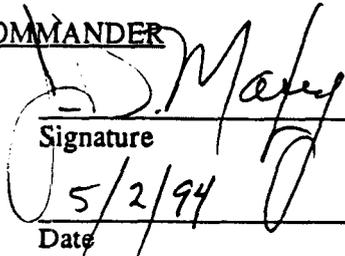
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

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

ACTIVITY COMMANDER

J. D. MAXEY, CAPT. USN
NAME (Please type or print)



Signature

COMMANDING OFFICER
Title

5/2/94

Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

Command: NAS Kingsville

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

T. L. McClelland
Signature

Acting
Title

94 MAY 18
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

J. B. Greene Jr.
Signature

Acting
Title

27 May 1994
Date

BRAC-95 DATA CALL 19
NAS KINGSVILLE UIC 60241

REVISIONS OF 5/12/94, PAGES 9,15,20,20(a),24,25,34,34(a),37,42,44,45,46,47,48,
49,50,50(a),51,51(a),52,52(a),53,54 & 59 & 21

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)

W B Hayden
Signature

Chief of Naval Air Training
Title

Date

12 MAY 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

Command: NAS Kingsville

Data Call Number Nineteen Revisions
(Pages 24, 30, 39, 54, 55, 55a, 55b)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

J. D. Anderson
Signature

Acting
Title

5/31/94
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

J. B. Greene
Signature

ACTING
Title

2 JUN 94
Date

TRA REVISIONS OF 5/18/94, PAGE 24

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. E. HAYDEN, RADN, USN~~
NAME (Please type or print)

Chief of Naval Air Training (ACTING)
Title

Naval Air Training Command
Activity

P.R. Statskey
Signature

25 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)

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 19
NAS KINGSVILLE UIC 60241

REVISIONS OF 5/16/94, PAGES 30,39,54,55,55(a) & 55(b)

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

25 May 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

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

NEXT ECHELON LEVEL (if applicable)

J. L. MARKSBURY, CDR, USN

NAME (Please type or print)
Acting

CHIEF STAFF OFFICER

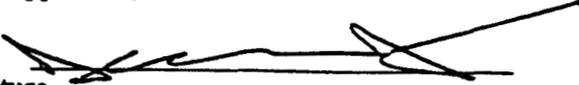
Title

TRAINING AIR WING TWO, KINGSVILLE, TX

Activity

Signature

Date


5/16/94

N3

DATA CALL 19 (REVISION 1)
NAS KINGSVILLE, TX

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

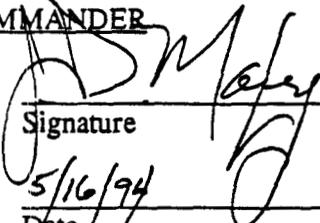
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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

I. D. MAXEY, CAPT, USN
NAME (Please type or print)



Signature
5/16/94

Date

COMMANDING OFFICER
Title

NAVAL AIR STATION, KINGSVILLE, TX
Activity

226

Command: NAS Kingsville

**Data Call Number Ninety (Revisions)
(Pages 61 and 62)**

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

8-19-94
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

J. B. Greene, Jr.
Signature

ACTING
Title

22 AUG 1994
Date

WC

BRAC-95 DATA CALL 19
NAS Kingsville UIC 60241
Station Revision of 8/17/94 Pgs. 61&62

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
15 AUG 95
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

NAS KINGSVILLE TX
REVISION 2, DC19 PGS 61, 62

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

NEXT ECHELON LEVEL (if applicable)

S. L. COUNTS, CAPT. USN
NAME (Please type or print)

S. L. Counts
Signature

COMMANDER
TITLE

12 Aug 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

**NAS KINGSVILLE TX
REVISION 2, DC19 PGS 61, 62**

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

ACTIVITY COMMANDER

J. D. MAXEY, CAPT. USN
NAME (Please type or print)

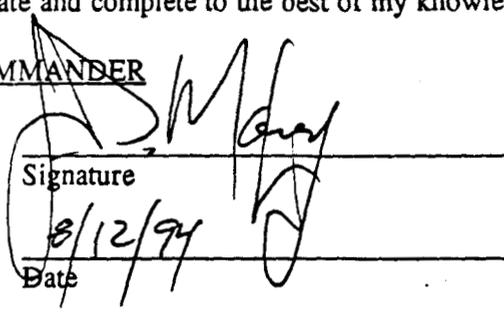
COMMANDING OFFICER
Title

NAVAL AIR STATION, KINGSVILLE, TX
Activity

Signature

Date

8/12/94

Handwritten signature and date on a certification form. The signature is written in black ink over a horizontal line. Below the signature, the date "8/12/94" is written over another horizontal line.

226

Command: NAS Kingsville

**Data Call Number Nineteen
(Answers to BSAT Questions)**

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

8-19-94
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

J. B. Greene Jr
Signature

ACTING
Title

22 AUG 1994
Date

*Not seen what
to do w/ this.*

7

WC

NAS KINGSVILLE TX

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

NEXT ECHELON LEVEL (if applicable)

S. L. COUNTS, CAPT. USN

NAME (Please type or print)

S. L. Counts

Signature

COMMANDER

TITLE

9 August 1994

Date

TRAINING AIR WING TWO, KINGSVILLE, TX

Activity

NAS KINGSVILLE TX

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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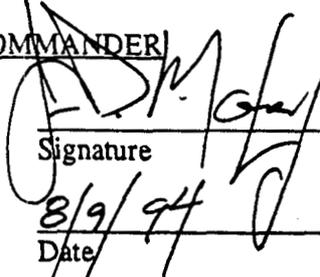
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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

J. D. MAXEY, CAPT, USN
NAME (Please type or print)


Signature

COMMANDING OFFICER
Title

8/9/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity



DEPARTMENT OF THE NAVY

NAVAL AIR STATION
802 DEALEY AVE SUITE 209
KINGSVILLE TX 78363-5027

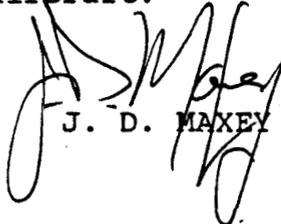
11000
Code 00000
8 Aug 1994

From: Commanding Officer, Naval Air Station, 802 Dealey Ave Suite
209, Kingsville, TX 78363-5027
To: Base Structures and Analysis Team

Subj: BRAC 95

Ref: (a) CNATRA BRAC POC memo dtd 5 Aug 94

1. In response to reference (a) data request, NAS Kingsville can
load munitions on its training aircraft.


J. D. MAXEY

226

Command: NAS Kingsville

**Data Call Number Nineteen Revisions
(Pages 63 and 63A)**

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
Signature

06 SEP 1994

Acting
Title

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

9/18/94
Date

WC

BRAC 95 DATA CALL 19
NAS KINGSVILLE UIC 60241

STATION REVISIONS OF 8/24/94, PGS 63 & 63A

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 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

NAS KINGSVILLE TX
REVISION 4, DC19, PGs 63R, 63A

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

NEXT ECHELON LEVEL (if applicable)

S. L. COUNTS, CAPT. USN
NAME (Please type or print)

S. L. Counts
Signature

COMMANDER
TITLE

26 Aug 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
REVISION 4, DC19, PGS 63R, 63A

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

ACTIVITY COMMANDER

J. D. MAXEY, CAPT, USN
NAME (Please type or print)

J. D. Maxey
Signature

COMMANDING OFFICER
Title

8/24/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

256

Command: NAS Kingsville

**Data Call Number Nineteen Revisions
(Pages 24, 24a, 54, and 55)**

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. 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. Earner
Signature

Title

10/5/94
Date

WC

BRAC-95 DATA CALL 19
NAS KINGSVILLE UIC-60241
RESP TO QUES. A-16 PGS 24R&24A
REV 23 AUG 94

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
NAME (Please type or print)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity

W.B. Hayden
Signature
7 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)

Title

Signature

Date

BRAC-95 DATA CALL 19
NAS KINGSVILLE UIC-60241
REV OF 9/2/94 PGS 54&55

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 BADM
NAME (Please type or print)
Chief of Naval Air Training
Title
Naval Air Training Command
Activity

W.B. Hayden
Signature
7 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)

Title

Signature

Date

NAS KINGSVILLE TX
REVISION 3, DC19, PGs 24R, 24A

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

NEXT ECHELON LEVEL (if applicable)

S. L. COUNTS, CAPT. USN
NAME (Please type or print)

S. L. Counts
Signature

COMMANDER
TITLE

25 Aug 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
REVISION 2, DC 19 PG 54, 55

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

NEXT ECHELON LEVEL (if applicable)

S. L. COUNTS, CAPT, USN
NAME (Please type or print)

S. L. Counts
Signature

COMMANDER
TITLE

6 Sep 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
REVISION 3, DC19, PGS 24R, 24A

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

J. D. MAXEY, CAPT, USN
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
REVISION 2, DC 19, PGS 54, 55

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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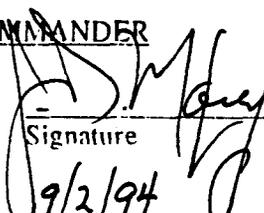
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

J. D. MAXEY, CAPT, USN
NAME (Please type or print)

COMMANDING OFFICER
Title

NAVAL AIR STATION, KINGSVILLE, TX
Activity



Signature
9/2/94

Date