CLOSE HOLD

NAS CORPUS CHRISTI

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.

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

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ILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

A. 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
CBU 407	Training, shop, Warehouse, Personnel support facilities.

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

Operational Unit/TDA	Training Function
Colombian National Police	Maintenance
Det 2 CO E 106th Avn	Maintenance
70th General Supply Co	Supply
CO F 238 Avn	Maintenance
CO B 2-147th Avn	Maintenance
MS AVCRAD (1108th)	Maintenance
CO F 147th Avn	Maintenance
CA AVCRAD (1106th)	Maintenance and Supply
60th SOAR USARF	Maintenance
F CO 135th Avn	Maintenance
5034th USARF Sch	Maintenance
CO B 5th bR 159th	Maintenance
Det 1 CO F 135th Avn	Maintenance
Det 2 CO D 109th Avn	Maintenance and Supply
CO L 158th AVN	Maintenance
CO F 126th AVN	Maintenance
1st BN 168th Avn	Maintenance
Det 1 403rd Garrison	Maintenance
1109th AVCRAD	Maintenance

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1106th AVCRAD	Maintenance
ASF Little Rock	Maintenance
USAFA Command Fort Sill	Maintenance
DOL 6th JD	Maintenance
HQI Corps Fort Lewis	Maintenance
MO AVCRAD 1105th	Maintenance
5038th USARF Sch	Maintenance
ASH Houston	Maintenance
CO D 137th Avn	Maintenance
HHC 1-13th Avn Rgt	Maintenance
USMR AAOD	Maintenance
MT Sch MTTs Eval Br	Maintenance
Ofc of Def OPNS (Greece)	Maintenance
USDAO (Brazil)	Maintenance
ASF #27	Maintenance
USARASF Dallas	Maintenance
USNR VOLTRAUNIT 1004	Administrative and classroom spaces
USNR LSO Corpus Christi 110	Administrative and classroom spaces
USNR MOBASCONTGRP	Administrative and classroom spaces
USNR SIMA San Diego 310	Administrative and classroom spaces
USNR NH Pensacola 610	Administrative and classroom spaces
USNR WPNSTA Concord 1010	Administrative and classroom spaces
NMCB 22 Det 0722	Administrative and classroom spaces
MIUW 108	Administrative and classroom spaces
USMCR Company 'C', 1st Bn, 23rd Marines	Administrative, shop and classroom spaces
Marine Safety Office Corpus Christi (USCG)	Administrative and operational spaces
Reserve Unit Group Corpus Christi (USCGR)	Administrative and operational spaces
Albuquerque Reserve Unit (USCGR)	Administrative and operational spaces

302nd Engineer Company	Administrative and classroom and shop spaces
USMRC Mar Div 1/23 Det C	Classroom / Administrative Space

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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
COMINEWARCOM Ships	**10nm NE**	**Command and Control**	**2/yr**
COMINEWARCOM Helicopters	**Onboard**	**Command and Control**	**2/yr**

MISSION REQUIREMENTS (CONT.)

B. 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
HM ~~12~~ XX	H-53	Mine Warfare
HM ~~14~~ XX	H-53	Mine Warfare

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
U.S. Customs	P3, C550	Drug Traffic Interdiction
U.S. Coast Guard	H65, HU25	Patrol and SAR
U.S. Army	All Army Helos, C-23	Depot Maintenance
~~TRAWING FOUR~~	~~T-34C, T-44~~	~~Undergraduate Pilot Training~~
NASCORPC	C-12, UH-1	Logistics and SAR
NASCORPC Flying Club	T-34B, C-172, C-152	Recreational Flying

MISSION REQUIREMENTS (CONT.)

3. 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	12	237	0	0	0	0	0	0
1992	12	237	0	0	0	0	0	0
1993	11	237	0	0	0	0	0	0
1994[2]	7	119	0	0	0	0	0	0

**** This data not recorded. Estimates are based on number of sorties flown by station C-12, UH-1, and CNATRA A-4.**

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			

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.

MISSION REQUIREMENTS (CONT.)

C. 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
Waldron NALF	**Controlled** / Scheduled
Cabaniss NALF	**Controlled** / Scheduled
A632B/F	**Scheduled**
W228A/B/C/D	**Scheduled/Controlled**
Aransas County	**Scheduled**

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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
W228	**NAS Kingsville**	**Have already established radar approach facility and local area that could assume NASCORPC's role.**
A632B/F	**NAS Kingsville**	**Have already established radar approach facility and local area that could assume NASCORPC's role.**
Waldron NALF	**NAS Kingsville**	**DON Aviation Command**
Cabaniss NALF	**NAS Kingsville**	**DON Aviation Command**

MISSION REQUIREMENTS (CONT.)

D. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

Yes, U.S. Customs and U.S. Coast Guard deploy from this air station on counterdrug surveillance and intercept missions, additionally JTF6 Law Enforcement Detachments operate from NASCORPC.

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
P3	**8**	**1128**
H-65	**3**	**1242**
HU-25	**3**	**1020**
JTF6 operates various fixed and rotary wing aircraft	**Unknown**	**Unknown**

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

Equipment/Facility	Function
ASR 8 Surveillance	**60nm Primary 200nm Secondary**

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain. **In addition to question E.1., the air station is covered under the "Open Skies" treaty. Under "SCATANA" a plan exists to deactivate NAVAIDS.**

MISSION REQUIREMENTS (CONT.)

D. 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.

a. U.S. Coast Guard Group
b. U.S. Customs Service
c. Assistant Under Secretary of the Navy for Special Projects

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

CNATRA, as the Navy Regional Planning Agent for National Security Emergency Preparedness within an eight state area, has the responsibility for contingency plans supporting CINCLANTFLT and USINC ACOM LSMP. Reserve personnel identified for mobilization in support of NASCORPC, TW4 and CNATRA are listed on their manning documents under "Mobilization" M0, M+1, M+2.

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).

NAS New Orleans Reserve Aircraft make bi-monthly personnel transfer missions to NASCORPC for weekend drill movements.

Are any new military missions planned for this installation?

Yes, Mine Warfare Center of Excellence, coordinating air and surface training and operations. Two HM squadrons are planned for 1997.

E. Other Support

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

Yes, Navy and Coast Guard SAR for South Texas and Gulf of Mexico is conducted from NASCORPC. NASCORPC's SAR Helos provide SAR support for the entire South Texas training complex.
Base Disaster Assistance and Evacuation Plan are fully coordinated with city of Corpus Christi. Additionally, the Chief of Naval Air Training (CNATRA) is the Navy Regional Planning Agent (RPA) for an eight state area under CINCLANTFLT and USACOM. This is a Joint Forces Contingency Plans Program with classified missions.
-References
Presidential Executive Order 12656
DODD 3025.1
OPNAVINST 3440.16
CINCLANTFLTINST 3440.1
-Geographic Area of Responsibility (8 states)
Texas, New Mexico, Oklahoma, Louisiana, Arkansas, Missouri, Kansas, Nebraska
- Contingency Plans
Joint Key Assets Protection Plans
Joint Strategic Capabilities Plan
Military Support to Civil Defense Plan
Military Support to Civil Authority Plan
Command, Control, Communication and Information
Military Mobilization Plan
Medical Mobilization Plan
Civil Disturbance Plan "Garden Plot"
Postal Augmentation Plan "Graphic Hand"
The Federal Emergency Plan

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

Yes, NAVTRAMETOC Det provides weather support to TW4, U.S. Coast Guard, Corpus Christi Army Depot, U.S. Customs, other tenant commands, Naval Station Ingleside, and acts as subregional forecast center for Naval Air Stations Dallas and Kingsville during night and weekend hours.

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

None known.

MISSION REQUIREMENTS (CONT.)

3. 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 CORPUS CHRISTI

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.	75	25	14.1	26.0%
Feb.	79	21	11.7	28.1%
Mar.	80	20	11.6	25.9%
Apr.	77	23	7.4	25.4%
May	88	12	1.2	17.7%
June	98	2	.2	15.4%
July	99	1	<.1	.9%
Aug.	99	1	.3	4.1%
Sept.	97	3	.5	5.5%
Oct.	96	4	.9	11.3%
Nov.	90	10	3.9	20.8%
Dec.	83	17	8.7	12.2%

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).
T-34 18%
T-44 9%

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?
Normal weather conditions do not pose a chronic problem for scheduling training sorties.

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

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 CORPUS CHRISTI

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.	75	25	14.1	43.5%*	14.3%**
Feb.	79	21	11.7	38.2%*	13.4%**
Mar.	80	20	11.6	33.7%*	13.5%**
Apr.	77	23	7.4	33.9%*	12.5%**
May	88	12	1.2	19.7%*	13.8%**
June	98	2	.2	18.2%*	9.1%**
July	99	1	<.1	1.2%*	.3%**
Aug.	99	1	.3	4.6%*	3.1%**
Sept.	97	3	.5	7.2%*	.9%**
Oct.	96	4	.9	3.6%*	.2%**
Nov.	90	10	3.9	21.5%*	11.1%**
Dec.	83	17	8.7	40.9%*	13.3%**

* T-34 losses
** T-44 losses

Normal Operating Hrs 0700 - 2400 SH HERTEL CWET N4433 5/11/94

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).
T-34 18%
T-44 9%

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?
Normal weather conditions do not pose a chronic problem for scheduling training sorties.

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

Facilities

A. 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.

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.

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 low level routes currently utilized by TW-4.

   a. If yes, list all changes.

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 tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

W228 A/B/C/D Scheduled R
A632 B/F Scheduled

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.
A632 C/D is used on a limited basis by TW-4, but is scheduled by Kingsville.

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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.

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.

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 low level routes currently utilized by TW-4.

   a. If yes, list all changes.

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 tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

W228 A/B/C/D Controlled/Scheduled
A632 B/F Scheduled

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.
A632 C/D is used on a limited basis by TW-4, but is controlled by Kingsville.

FACILITIES (CONT.)

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

For each piece of airspace, that your installation controls or manages, answer the following questions:
W-228 A/B/C/D

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?**N/A**
   - Were there any problems associated with the analysis?**N/A**
   - 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.**N/A**

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No) **No**
   - List those documented in Flight Information Publication (FLIP) and those you have concerns about. **None**
   - Do any of these NSAs affect or threaten the quality of training or mission? **No**

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. **None**

d. Are there any planned expansions to your special use airspace? **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.) **There are no restrictions to this airspace.**

f. What is the published availability of each airspace? **Continuous**
   - How many hours (average per year for 1990 thru 1993) was the airspace scheduled? **4546**
   - How many hours were actually used (average per year for 1990 thru 1993, total of all users)? **3274**
   - State reasons for difference between scheduled and actually used. **Weather, Maintenance, and Operations cancellations.**

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) **There is room for expanding the volume of airspace controlled by NAS Corpus Christi. Current airspace is available 24hrs daily.**

i. Describe the volume or area of the airspace. **10875 SQ NM SFC-FL450**

j. What percentage of the airspace is usable? **All**

FACILITIES (CONT.)

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

7. For each piece of airspace, that your installation controls or manages, answer the following questions:
W-228 A/B/C/D

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?**N/A**
- Were there any problems associated with the analysis?**N/A**
- 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.**N/A**

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No) **No**
- List those documented in Flight Information Publication (FLIP) and those you have concerns about. **None**
- Do any of these NSAs affect or threaten the quality of training or mission? **No**

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. **None**

d. Are there any planned expansions to your special use airspace? **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.) **There are no restrictions to this airspace.**

f. What is the published availability of each airspace? **Continuous**
- How many hours (average per year for 1990 thru 1993) was the airspace scheduled? ~~18184~~ 4029
- How many hours were actually used (average per year for 1990 thru 1993, total of all users)? ~~13096~~ 3274
- State reasons for difference between scheduled and actually used. **Weather, Maintenance, and Operations cancellations.**

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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) **There is room for expanding the volume of airspace controlled by NAS Corpus Christi. Current airspace is available 24hrs daily.**

i. Describe the volume or area of the airspace. **10875 SQ NM SFC-FL450**

j. What percentage of the airspace is usable? **All**

FACILITIES (CONT.)

A. 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

NAS CORPUS CHRISTI IS CLOSE TO A LARGE VOLUME OF LOW TRAFFIC DENSITY GENERAL USE AIRSPACE THAT COULD BE UTILIZED IF REQUIRED. THIS AIRSPACE COULD DOUBLE OUR CURRENT VOLUME.

   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
   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) **No need for off-station training. All requirements can be meet locally.**
      - If not, what degradation is experienced? Explain/identify
        None
9. 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 Int., NALF Waldron, NALF Cabaniss, OLF Orange Grove, NAS Kingsville, Kleberg Co., Brooks Co., Alice Int., Robstown, San Patricio, Mustang Beach, Aransas Pass, Aransas County, T.P. McCampbell**
   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.
      - Describe the impact.
        There are no constraints or limitations on operations.

Facilities (cont.)

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

For each piece of airspace, that your installation controls or manages, answer the following questions:
A-632 B/F

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? **N/A**
   - Were there any problems associated with the analysis?**N/A**
   - 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. **N/A**

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No) **No**
   - List those documented in Flight Information Publication (FLIP) and those you have concerns about. **None**
   - Do any of these NSAs affect or threaten the quality of training or mission? **No**

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. **None**

d. Are there any planned expansions to your special use airspace? **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.) **There are no restrictions to this airspace.**

f. What is the published availability of each airspace? **A632 B 0700-2400 Daily / A632 F 0700-2400 Mon-Sat**
   - How many hours (average per year for 1990 thru 1993) was the airspace scheduled? **4029**
   - How many hours were actually used (average per year for 1990 thru 1993, total of all users)? **A632 B - 3373 A632 F - Data not recorded**
   - State reasons for difference between scheduled and actually used. **Weather, Maintenance, and Operations cancellations.**

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) **There is room for expanding the volume of airspace controlled by NAS Corpus Christi. Additionally airspace could be used 24 hours a day.**

i. Describe the volume or area of the airspace. **A632 B 1350 SQ NM SFC-FL180**
   A632 F 400 SQ NM 3000-FL180

j. What percentage of the airspace is usable? **All**

FACILITIES (CONT.)

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

J. FOR EACH PIECE OF AIRSPACE, THAT YOUR INSTALLATION CONTROLS OR MANAGES, ANSWER THE FOLLOWING QUESTIONS:

A-632 B/F

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? **N/A**
- WERE THERE ANY PROBLEMS ASSOCIATED WITH THE ANALYSIS? **N/A**
- 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. **N/A**

B. ARE THERE KNOWN NOISE SENSITIVE AREAS (NSAS) ASSOCIATED WITH EACH PIECE OF AIRSPACE? (YES/NO) **NO**

- LIST THOSE DOCUMENTED IN FLIGHT INFORMATION PUBLICATION (FLIP) AND THOSE YOU HAVE CONCERNS ABOUT. **NONE**
- DO ANY OF THESE NSAS AFFECT OR THREATEN THE QUALITY OF TRAINING OR MISSION? **NO**

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. **NONE**

D. ARE THERE ANY PLANNED EXPANSIONS TO YOUR SPECIAL USE AIRSPACE? **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.) **THERE ARE NO RESTRICTIONS TO THIS AIRSPACE.**

F. WHAT IS THE PUBLISHED AVAILABILITY OF EACH AIRSPACE? **A632 B 0700-2400 DAILY / A632 F 0700-2400 MON-SAT**

- HOW MANY HOURS (AVERAGE PER YEAR FOR 1990 THRU 1993) WAS THE AIRSPACE SCHEDULED? ~~16116~~ 4029

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- HOW MANY HOURS WERE ACTUALLY USED (AVERAGE PER YEAR FOR 1990 THRU 1993, TOTAL OF ALL USERS)? **A632 B ~~13242~~ 3311 A632 F - DATA NOT RECORDED**
- STATE REASONS FOR DIFFERENCE BETWEEN SCHEDULED AND ACTUALLY USED. **WEATHER, MAINTENANCE, AND OPERATIONS CANCELLATIONS.**

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) **THERE IS ROOM FOR EXPANDING THE VOLUME OF AIRSPACE CONTROLLED BY NAS CORPUS CHRISTI. ADDITIONALLY AIRSPACE COULD BE USED 24 HOURS A DAY.**

I. DESCRIBE THE VOLUME OR AREA OF THE AIRSPACE. **A632 B 1350 SQ NM SFC-FL180 A632 F 400 SQ NM 3000-FL180**

J. WHAT PERCENTAGE OF THE AIRSPACE IS USABLE? **ALL**

FACILITIES (CONT.)

A. 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
      NAS CORPUS CHRISTI IS CLOSE TO A LARGE VOLUME OF LOW TRAFFIC DENSITY GENERAL USE AIRSPACE THAT COULD BE UTILIZED IF REQUIRED. THIS AIRSPACE COULD DOUBLE OUR CURRENT VOLUME.
   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
   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) **NO NEED FOR OFF-STATION TRAINING. ALL REQUIREMENTS CAN BE MEET LOCALLY.**
      - IF NOT, WHAT DEGRADATION IS EXPERIENCED? EXPLAIN/IDENTIFY
      NONE
9. 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 INT., NALF WALDRON, NALF CABANISS, OLF ORANGE GROVE, NAS KINGSVILLE, KLEBERG CO., BROOKS CO., ALICE INT., ROBSTOWN, SAN PATRICIO, MUSTANG BEACH, ARANSAS PASS, ARANSAS COUNTY, T.P. MCCAMPBELL**
   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.
      - DESCRIBE THE IMPACT.
      THERE ARE NO CONSTRAINTS OR LIMITATIONS ON OPERATIONS.

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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: **A-632B**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **Alert Area**
b. Dimensions (nmi. x nmi. x ft) - **1350 sq nm, SFC-FL180**
c. Distance from main airfield - **Overlies main airfield**
d. Time en route from main airfield - **5 minutes to established blocks**
e. Controlling agency - **None**
f. Scheduling agency - **TW-4**
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? **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
   - By Navy - **91684**
   - By other services (including reserves and national guard) N/A
m. Total number of available hours in FY 1990 thru 1993 - **24820**
n. Total number of scheduled hours in FY 1990 thru 1993 - **16116**
   - By your service - **16116**
   - By other services (including reserves and national Guard) **N/A**
o. Total number of hours used - **13492**
   - By your service - **13492**
   - By other services (including reserves and national guard) **N/A**

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p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, maintenance flights, pilot proficiency, and aerial refueling.**

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FACILITIES (CONT.)

k. 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) - **500 sq nm, SFC-FL180**
c. Distance from main airfield - **40nm West**
d. Time en route from main airfield - **13 minutes**
e. Controlling agency - **None**
f. Scheduling agency - **TW-2**
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?- **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 - **None**
l. Total number of sorties/movements flown in FY 1990 thru 1993- **Data not recorded**
   - By your service
   - By other services (including reserves and national guard)
m. Total number of available hours in FY 1990 thru 1993- **17680**
n. Total number of scheduled hours in FY 1990 thru 1993- **Due to low TW-4 utilization, area is not advance scheduled by TW-4.**
   - By your service
   - By other services (including reserves and national guard)
o. Total number of hours used - **Data not recorded**
   - By Navy
   - By other services (including reserves and national guard)
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, and aerial refueling.**

FACILITIES (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: A-632D

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **Alert Area**
b. Dimensions (nmi. x nmi. x ft) - **1929 sq nm, 6000' - 11000'**
c. Distance from main airfield - **45nm North**
d. Time en route from main airfield - **15 minutes**
e. Controlling agency - **None**
f. Scheduling agency - **TW-4**
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?- **Corpus Approach/ Houston Center**
i. Is the airspace under communications coverage? - **Yes**
   - If so who provides the coverage?- **Corpus Approach/ 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- **Data not Recorded**
   - By your service
   - By other services (including reserves and national guard)
m. Total number of available hours in FY 1990 thru 1993- **19760**
n. Total number of scheduled hours in FY 1990 thru 1993- **Due to low TW-4 utilization, area is not advance scheduled by TW-4.**
   - By your service
   - By other services (including reserves and national guard)
o. Total number of hours used - **Data not recorded**
   - By your service
   - By other services (including reserves and national guard)
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, night familiarization, indoctrination flights, pilot proficiency, and aerial refueling.**

FACILITIES (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: **A-632F**

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **Alert Area**
b. Dimensions (nmi. x nmi. x ft) - **400 sq nm, 3000' - FL180**
c. Distance from main airfield - **25nm North**
d. Time en route from main airfield - **9 minutes**
e. Controlling agency - **None**
f. Scheduling agency - **TW-4**
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?- **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-**Data not recorded**
   - By your service
   - By other services (including reserves and national guard)
m. Total number of available hours in FY 1990 thru 1993- **21216**
n. Total number of scheduled hours in FY 1990 thru 1993- **16116**
   - By your service- **16116**
   - By other services (including reserves and national guard)-**N/A**
o. Total number of hours used- **Data is not recorded**
   - By Navy
   - By other services (including reserves and national guard)
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, pilot proficiency, and aerial refueling.**

FACILITIES (CONT.)

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: KINGSVILLE 1\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **2100 sq nm, 8000' -FL350**
c. Distance from main airfield - **35nm West**
d. Time en route from main airfield - **13 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - If so, how many? - **10**
   - 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 - **1**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service- ~~18684~~ 12171
   - By other services (including reserves and national guard)- **Unknown**
m. Total number of available hours in FY 1990 thru 1993- **23152**
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service- **11792**
   - By other services (including reserves and national guard) **Unknown**
o. Total number of hours used
   - By Navy - **11792**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, and aerial refueling.**

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FACILITIES (CONT.)

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: KINGSVILLE 1\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **2100 sq nm, 8000' -FL350**
c. Distance from main airfield - **35nm West**
d. Time en route from main airfield - **13 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - If so, how many? - **10**
   - 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 - **1**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service- **48684**
   - By other services (including reserves and national guard)- **Unknown**
m. Total number of available hours in FY 1990 thru 1993- **23152**
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service- **11792**
   - By other services (including reserves and national guard) **Unknown**
o. Total number of hours used
   - By Navy - **11792**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, and aerial refueling.**

FACILITIES (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: KINGSVILLE 1\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **2100 sq nm, 8000' -FL350**
c. Distance from main airfield - **35nm West**
d. Time en route from main airfield - **13 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - If so, how many? - **10**
   - 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 - **1**
l. Total number of sorties/movements flown in FY 1990 thru 1993 SH CNET N44331 5/11/94
   - By your service- ~~12171~~ 48684
   - By other services (including reserves and national guard)- **Unknown**
m. Total number of available hours in FY 1990 thru 1993- **18720**
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service- **11792**
   - By other services (including reserves and national guard) **Unknown**
o. Total number of hours used
   - By Navy - **11792**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, and aerial refueling.**

FACILITIES (CONT.)

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: KINGSVILLE 2\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **435 sq nm, 13000' -FL350**
c. Distance from main airfield - **25nm West**
d. Time en route from main airfield - **9 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - 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?- **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 - **1**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service- ~~[illegible]~~ 12171
   - By other services (including reserves and national guard) **Unknown**
m. Total number of available hours in FY 1990 thru 1993- **23152**
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service- **11792**
   - By other services (including reserves and national guard) **Unknown**
o. Total number of hours used
   - By Navy - **11792**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

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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: KINGSVILLE 2\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
R b. Dimensions (nmi. x nmi. x ft) - **435 sq nm, 13000' -FL350**
c. Distance from main airfield - **25nm West**
d. Time en route from main airfield - **9 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
- 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?- **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 - **1**
l. Total number of sorties/movements flown in FY 1990 thru 1993
- By your service- **48684**
- By other services (including reserves and national guard) **Unknown**

R m. Total number of available hours in FY 1990 thru 1993- **23152**
n. Total number of scheduled hours in FY 1990 thru 1993
- By your service- **11792**
- By other services (including reserves and national guard) **Unknown**

o. Total number of hours used
- By Navy - **11792**
- By other services (including reserves and national guard) **Unknown**

p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

'ACILITIES (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: KINGSVILLE 2\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **435 sq nm, 13000' -FL350**
c. Distance from main airfield - **25nm West**
d. Time en route from main airfield - **9 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - 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?- **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 - **1**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service- **48684**
   - By other services (including reserves and national guard) **Unknown**
m. Total number of available hours in FY 1990 thru 1993- **23152**
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service- **11792**
   - By other services (including reserves and national guard) **Unknown**
o. Total number of hours used
   - By Navy - **11792**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

FACILITIES (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: KINGSVILLE 2\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **2100 sq nm, 13000' -FL350**
c. Distance from main airfield - **25nm West**
d. Time en route from main airfield - **9 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - 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?- **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 - **1**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service- ~~12171~~ 48684 ~~SH~~ CNET N44331 5/11/94
   - By other services (including reserves and national guard) **Unknown**
m. Total number of available hours in FY 1990 thru 1993- **18720**
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service- **11792**
   - By other services (including reserves and national guard) **Unknown**
o. Total number of hours used
   - By Navy - **11792**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

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 1\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) -**MOA**
b. Dimensions (nmi. x nmi. x ft) - **2174 sq nm, 11000' -FL350**
c. Distance from main airfield - **30nm North**
d. Time en route from main airfield - **10 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - 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**
R — - If so who provides the coverage?- **Houston Center**
i. Is the airspace under communications coverage? - **Yes**
R — - 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- **19760**
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 Navy - **952**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

FACILITIES (CONT.)

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: CHASE 2\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
R b. Dimensions (nmi. x nmi. x ft) - **912 sq nm, 9000' -FL350**
c. Distance from main airfield - **70nm North**
d. Time en route from main airfield - **23 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - 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- **19760**
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 Navy - **952**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

FACILITIES (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: CHASE 2\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **912 sq nm, 9000' -FL350**
c. Distance from main airfield - **70nm North**
d. Time en route from main airfield - **23 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - 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- **19760**
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 Navy - **952**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

FACILITIES (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: CHASE 2\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **551 sq nm, 9000' -FL350**
c. Distance from main airfield - **70nm North**
d. Time en route from main airfield - **23 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - 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- **19760**
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 Navy - **952**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

FACILITIES (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: CHASE 3\MOA\ATCAA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) - **MOA**
b. Dimensions (nmi. x nmi. x ft) - **2775 sq nm, 8000' -FL350**
c. Distance from main airfield - **46nm North**
d. Time en route from main airfield - **15 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **TW-2**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - 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- **19760**
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 Navy - **3988**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Student familiarization, formation flight, precision aerobatics, basic instruments, radio instruments, night familiarization, indoctrination flights, pilot proficiency, aerial refueling, and air combat training.**

FACILITIES (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: 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) - **10875 sq nm, SFC-FL450**
c. Distance from main airfield - **10nm East**
d. Time en route from main airfield - **4 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **Naval Air Station, Corpus Christi, TX**
g. Are canned/stereo airways needed to access air space? - **Used routinely but not required.**
   - If so, how many? - **3**
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? - **IMC, Altitude Block Reservation**
h. Is the airspace under radar coverage? - **Yes, only to 60nm from radar site**
   - 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 - **1**
l. Total number of sorties/movements flown in FY 1990 thru 1993- **31832**
   - 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-**18184**
   - By your service- **Unknown**
   - By other services (including reserves and national guard) **Unknown**
o. Total number of hours used - **13096**
   - By Navy - **Unknown**
   - By other services (including reserves and national guard) **Unknown**
p. Types of training permitted - **Reconnaissance, student pilot training, maritime training, tactical formation, air combat training, air-to-air gunnery, aerial refueling, and surface/sub-surface ship operations.**

FACILITIES (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: 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) - **5 NM SFC-2000'**
c. Distance from main airfield - **85nm**
d. Time en route from main airfield - **28 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **7 VR Routes**
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 - **26280**
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 Navy - **85.5**
   - By other services (including reserves and national guard)- **28.5**
p. Types of training permitted - **Navigational Training**

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

'0. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide ne 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) - **5 NM SFC-2000'**
c. Distance from main airfield - **100nm**
d. Time en route from main airfield - **33 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **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 - **23360**
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 Navy - **61**
   - By other services (including reserves and national guard)- **50.79**
p. Types of training permitted - **Navigational Training**

ACILITIES (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: 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) - **5 NM SFC-2000'**
c. Distance from main airfield - **85nm**
d. Time en route from main airfield - **28 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **2 IR Routes**
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 - **26280**
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 Navy - **77.89**
   - By other services (including reserves and national guard)- **0**
p. Types of training permitted - **Navigational Training**

FACILITIES (CONT.)

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

'0. 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) - **5 NM SFC-2000'**
c. Distance from main airfield - **48nm**
d. Time en route from main airfield - **16 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **3 IR Routes**
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 - **26280**
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 Navy - **4.7**
   - By other services (including reserves and national guard)- **4.25**
p. Types of training permitted - **Navigational Training**

FACILITIES (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: 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) - **5 NM SFC-3000'**
c. Distance from main airfield - **57nm**
d. Time en route from main airfield - **19 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **6 VR Routes**
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 - **24090**
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 Navy - **2.5**
   - By other services (including reserves and national guard)- **17.1**
p. Types of training permitted - **Navigational Training**

FACILITIES (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: 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'- 2000'**
c. Distance from main airfield - **100nm**
d. Time en route from main airfield - **33 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **2 VR Routes**
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- **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 - **24090**
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 Navy - **217.1**
   - By other services (including reserves and national guard)- **333.7**
p. Types of training permitted - **Navigational Training**

FACILITIES (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: 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'- 9000'**
c. Distance from main airfield - **72nm**
d. Time en route from main airfield - **24 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **2 IR/ 1 VR Routes**
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- **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 - **18250**
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 Navy - **0**
   - By other services (including reserves and national guard)- **2.3**
p. Types of training permitted - **Road Recon**

FACILITIES (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: 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 SFC- 2000'**
c. Distance from main airfield - **60nm**
d. Time en route from main airfield - **20 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **6 VR Routes**
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- **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 - **17520**
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 Navy - **19.4**
   - By other services (including reserves and national guard)- **13**
p. Types of training permitted - **Navigational Training**

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: 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 3000' - 9000'**
c. Distance from main airfield - **42nm**
d. Time en route from main airfield - **14 minutes**
e. Controlling agency - **Houston Center**
f. Scheduling agency - **NAS Kingsville, TW-2**
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 - **3 IR Routes**
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- **1095**
   - By your service- **1090**
   - By other services including reserves and national guard)- **5**
m. Total number of available hours in FY 1990 thru 1993 - **17520**
n. Total number of scheduled hours in FY 1990 thru 1993- **1095**
   - By your service- **1090**
   - By other services (including reserves and national guard)- **5**
o. Total number of hours used - **1022.2**
   - By Navy - **1021**
   - By other services (including reserves and national guard)- **1.2**
p. Types of training permitted - **Road Recon and Simulated Attacks**

Facilities (cont.)

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

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

None controlled by NAS Corpus Christi.

RANGE NAME:_____

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.
c. What is the distance from the installation to the range(s) (primary target or centroid)?
d. What is the size of the range? (in acres)
   - What is the size of the range's(s') impact area(s) (in acres)?
   - What is the size of the restricted area in which the range lies (in square miles)?
   - What is the altitude ceiling of the range's(s') restricted area(s)?
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List
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?
   - How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)?
   - Utilization (average used/average scheduled x 100 = %)
   - Give reasons for non-use.
i. Does the range(s) have full-scale weapons develivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
   - What are the associated FSWD/ASWS restrictions?
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
   - What are the associated special weapons restrictions?
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
   - What are the associated electronic warfare restrictions?
l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.
   - Do any of the NSAs affect or threaten the quality of training? (Explain)
m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.
   - Do any of these encroachments affect or threaten the quality of training? (Explain)
n. Describe problems (if any) with hazardous material/waste/ordnance disposal?
o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
   - Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.
p. Is it possible to increase utilization of the range(s) (expand hours, volume)?
q. Are there any planned range real property expansions? Describe.
   - What is community reaction to your proposal?

FACILITIES (CONT.)

A. AIR SPACE AND FLIGHT TRAINING AREAS (CONT)

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

RANGE NAME: R-6312 (MCMULLEN TGT COMPLEX)

a. Location (city/county and state and lattitude and longitude) - **Cotulla, TX**
b. Distance from main airfield - **60nm**
c. Time en route from main airfield - **20 minutes**
d. Controlling agency - **FAA, ARTCC, Houston, TX**
e. Scheduling agency - **NAS Kingsville, TX**
f. Are canned/stereo airways needed to access air space? - **Routinely used but not required.**
   - If so, how many? - **2**
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? - **IFR and VFR**
g. Is the airspace under radar coverage? - **Yes**
   - If so who provides the coverage?- **Houston Center**
h. Is the airspace under communications coverage? - **Yes**
   - If so who provides the coverage?- **Houston Center**
i. Number of low level airways (below 18,000 ft) that bisect airspace - **None**
j. Number of high altitude airways (above 18,000 ft) that bisect airspace - **None**
k. Total number of sorties flown in FY 1990 thru 1993- **1393**
   - By your service- **266**
   - By other services (including reserves and national guard)- **1127**
l. Total number of available hours in FY 1990 thru 1993-**17520**
m. Total number of scheduled hours in FY 1990 thru 1993- **478.25**
   - By your service- **164**
   - By other services (including reserves and national guard)- **314.25**
n. Total number of hours used - **223.25**
   - By Navy - **42**
   - By other services (including reserves and national guard) - **181.25**
o. Types of training permitted - **Bombing/strafing**

NOTE: All totals are based on data from January to September 1993, area formerly scheduled by NAS Chase and data is no longer available.

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.
See attached diagrams.

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**

FACILITIES (CONT.)

A. AIR SPACE AND FLIGHT TRAINING AREAS (CONT)

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

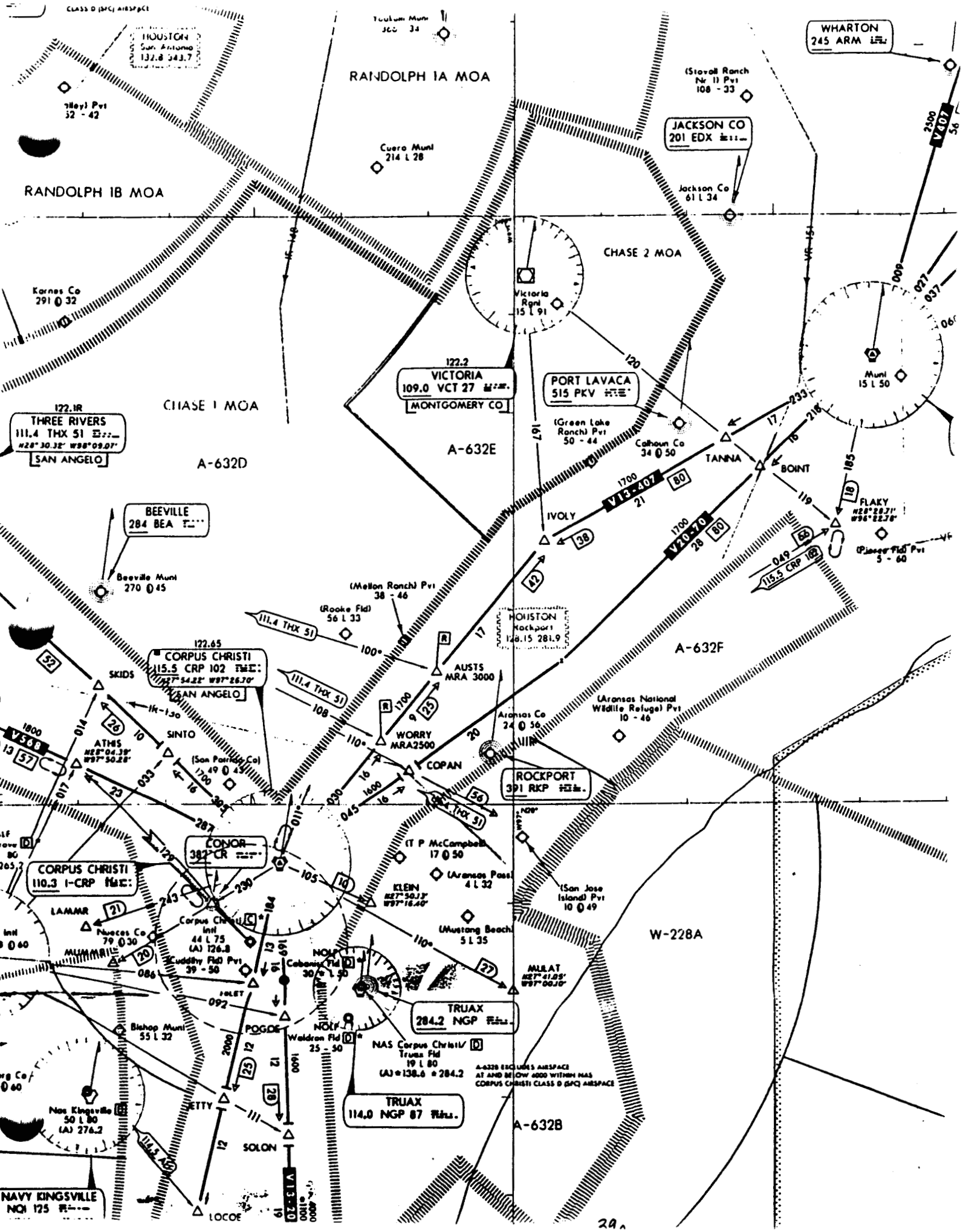
RANGE NAME: R-6312 (MCMULLEN TGT COMPLEX)

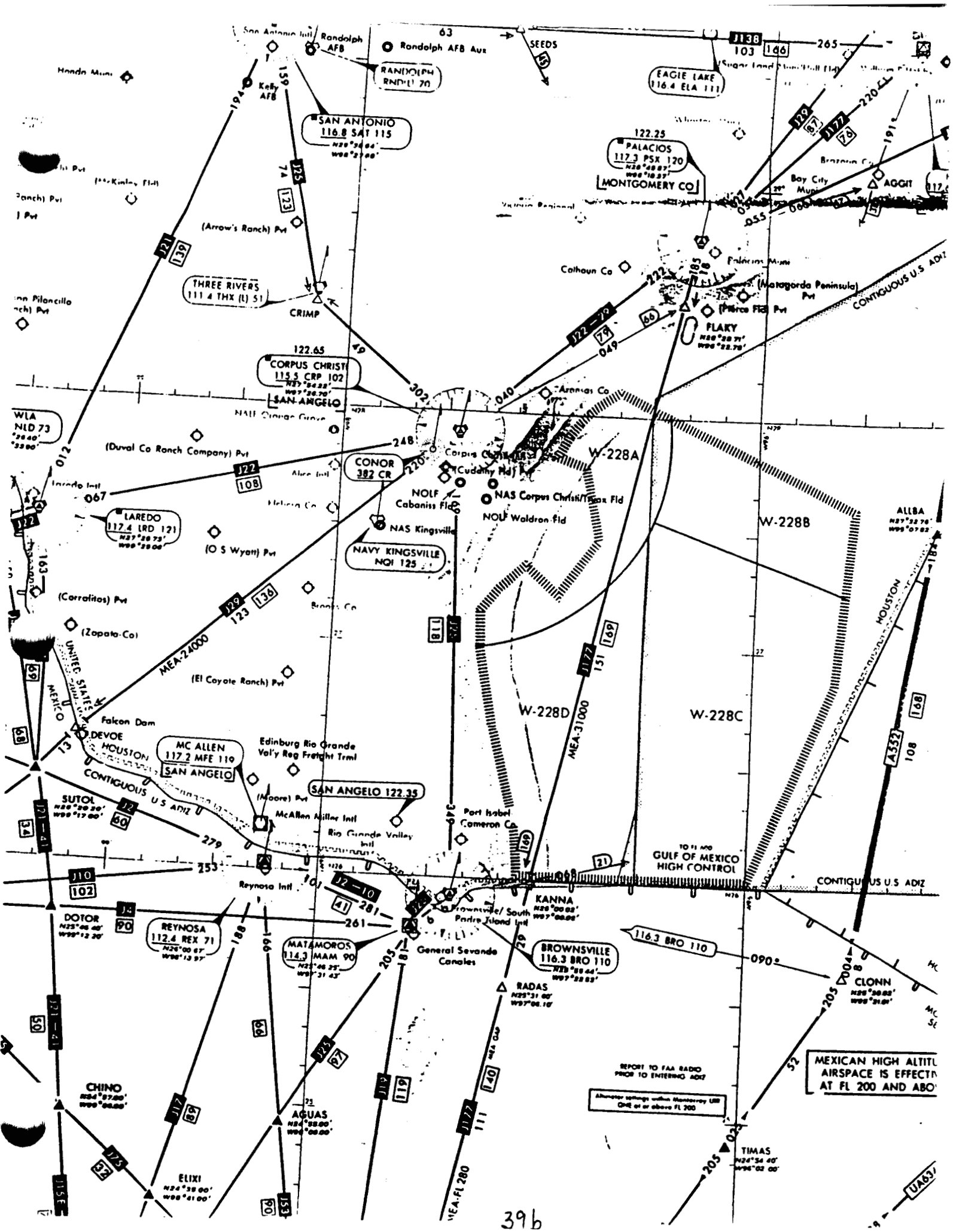
a. Location (city/county and state and lattitude and longitude) - **Cotulla, TX**
b. Distance from main airfield - **60nm**
c. Time en route from main airfield - **20 minutes**
d. Controlling agency - **FAA, ARTCC, Houston, TX**
e. Scheduling agency - **NAS Kingsville, TX**
f. Are canned/stereo airways needed to access air space? - **Routinely used but not required.**
   - If so, how many? - **2**
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? - **IFR and VFR**
g. Is the airspace under radar coverage? - **Yes**
   - If so who provides the coverage?- **Houston Center**
h. Is the airspace under communications coverage? - **Yes**
   - If so who provides the coverage?- **Houston Center**
i. Number of low level airways (below 18,000 ft) that bisect airspace - **None**
j. Number of high altitude airways (above 18,000 ft) that bisect airspace - **None**
k. Total number of sorties flown in FY 1990 thru 1993- **1393**
   - By your service- **266**
   - By other services (including reserves and national guard)- **1127**
l. Total number of available hours in FY 1990 thru 1993-**6352**
m. Total number of scheduled hours in FY 1990 thru 1993- **478.25**
   - By your service- **164**
   - By other services (including reserves and national guard)- **314.25**
n. Total number of hours used - **223.25**
   - By Navy - **42**
   - By other services (including reserves and national guard) - **181.25**
o. Types of training permitted - **Bombing/strafing**

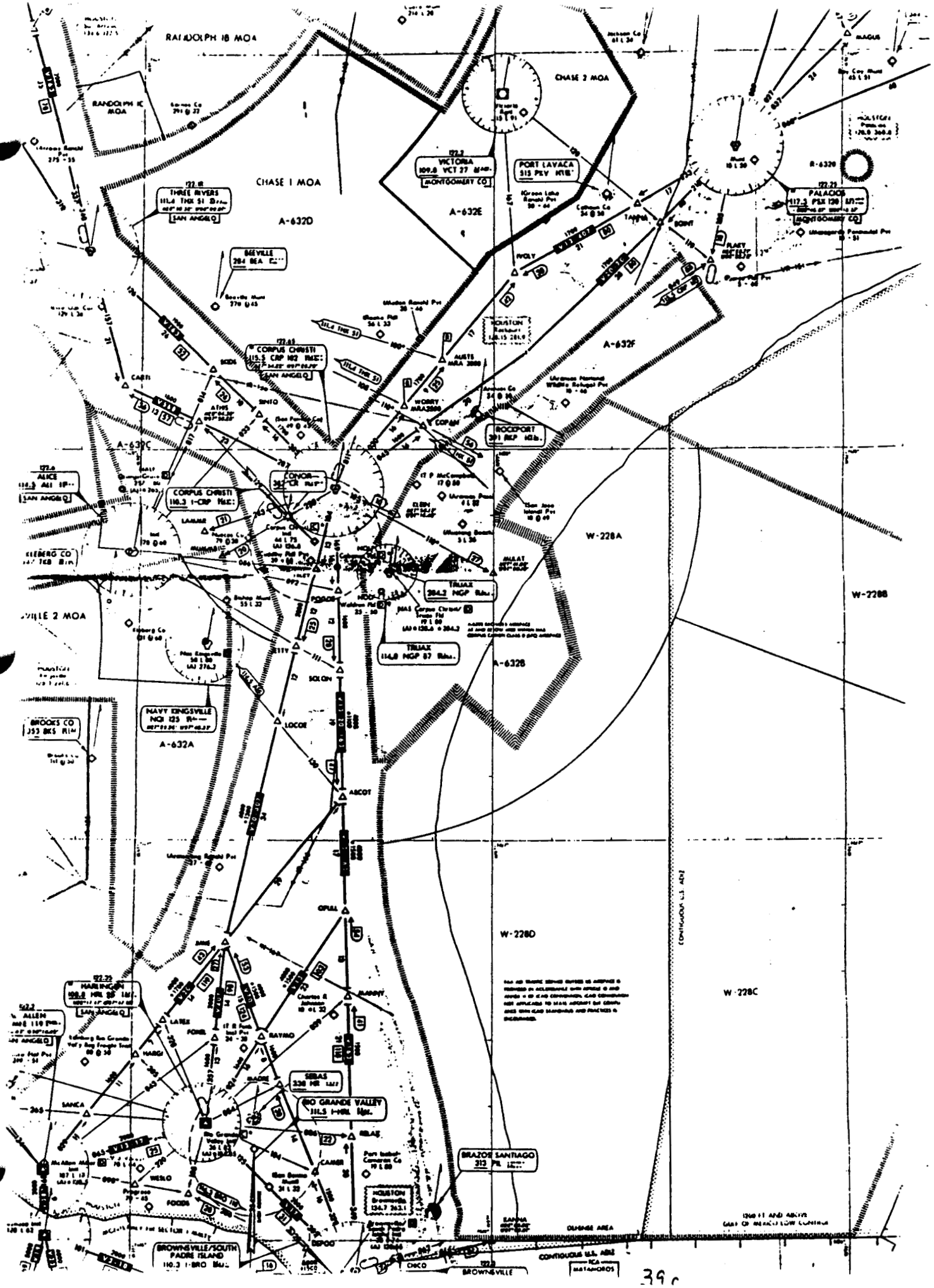
NOTE: All totals are based on data from January to September 1993, area formerly scheduled by NAS Chase and data is no longer available.

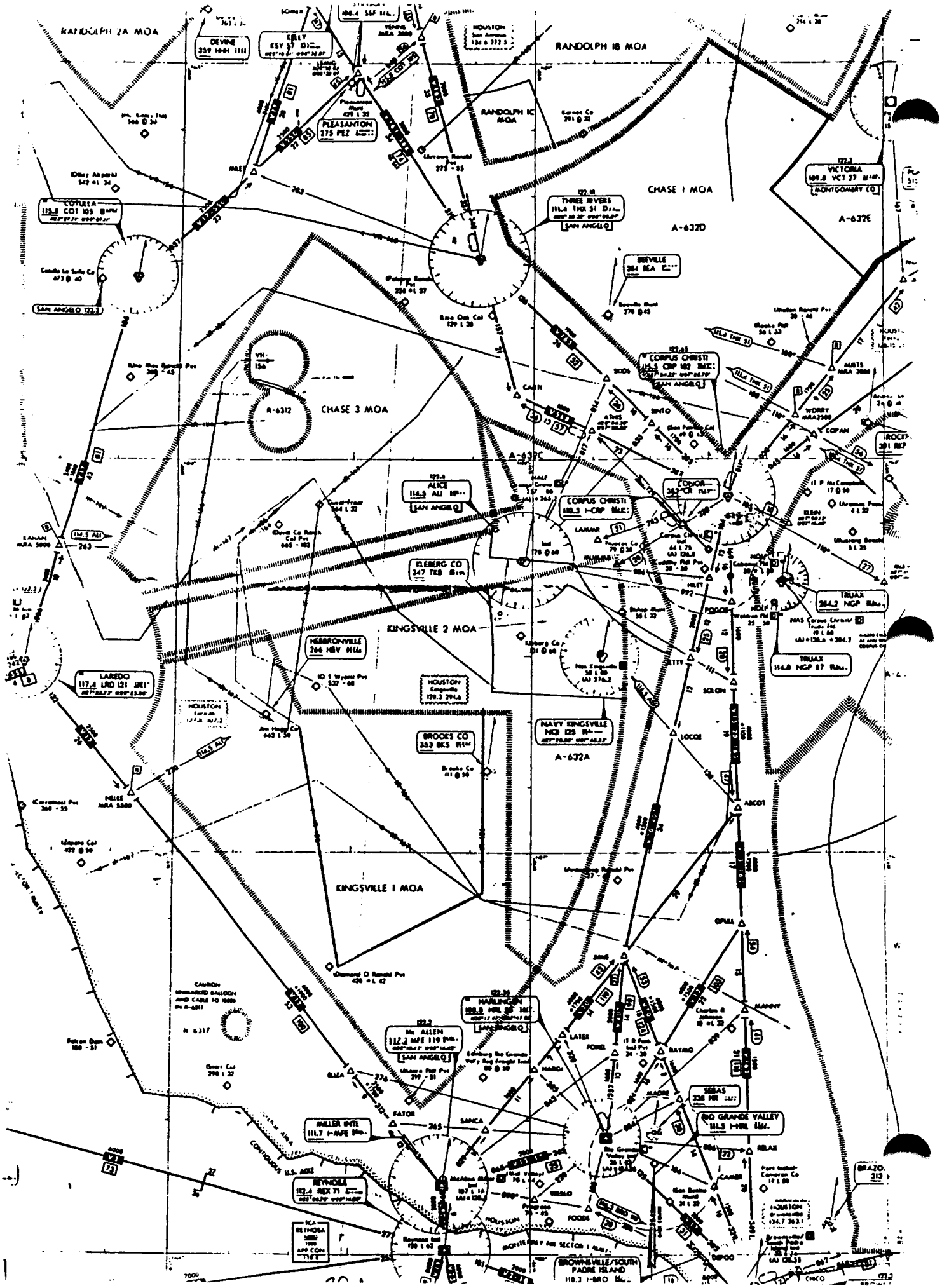
13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.
See attached diagrams.

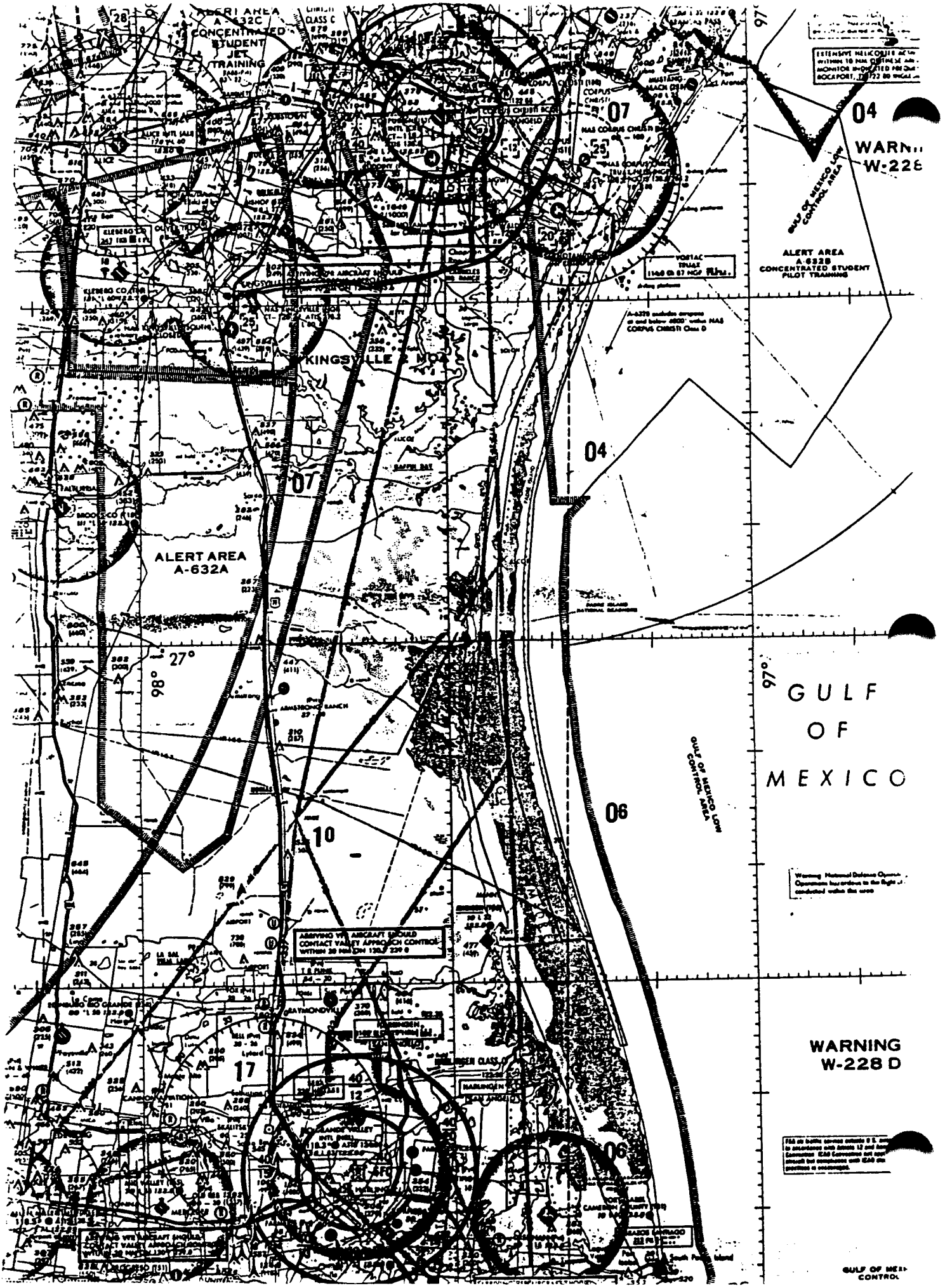
14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect. **No**

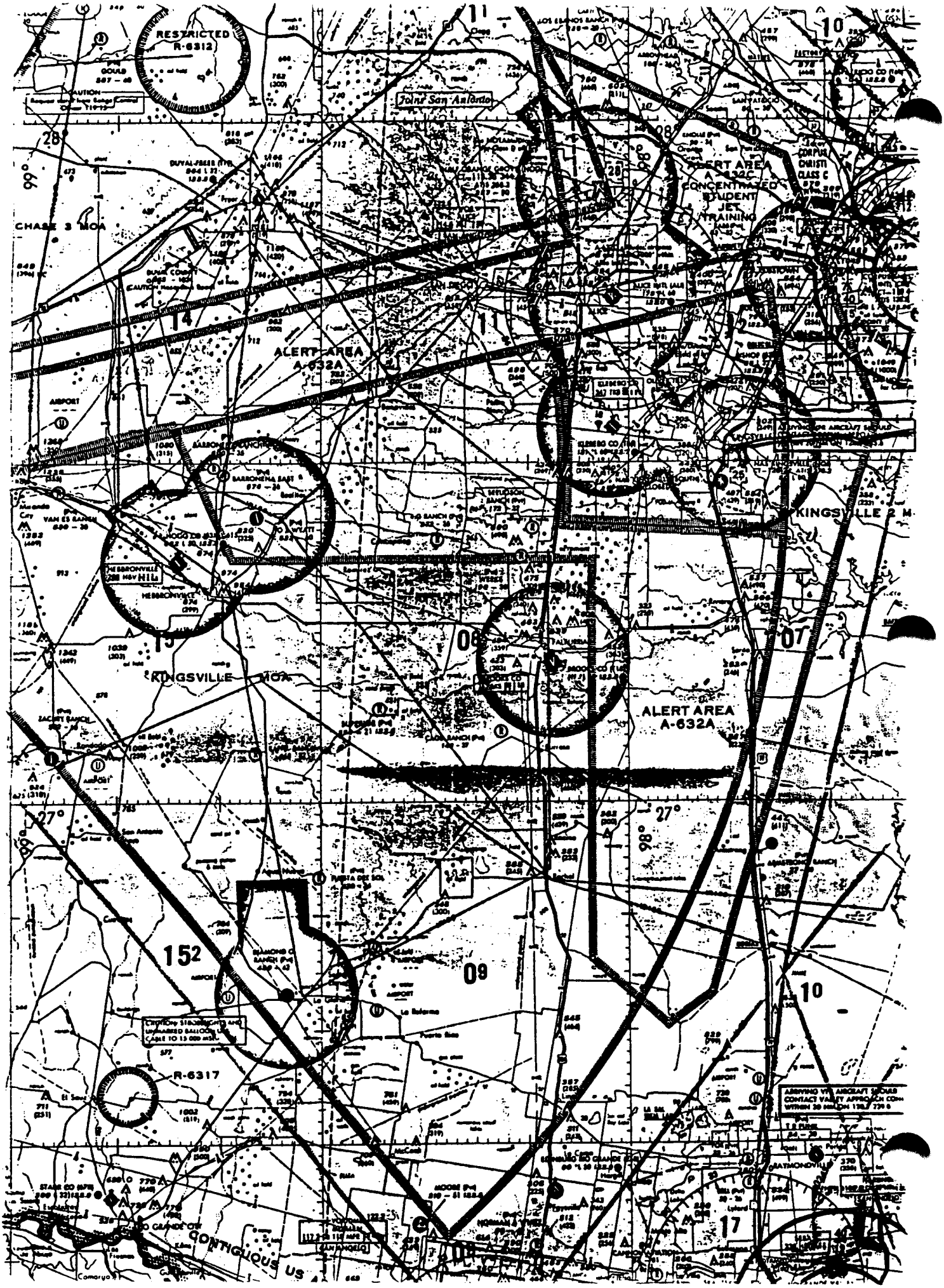

RANDOLPH 1A MOA
RANDOLPH 1B MOA
CHASE 2 MOA
CHASE 1 MOA
A-632D
A-632E
A-632F
A-632B
W-228A
WHARTON
245 ARM
JACKSON CO
201 EDX
Jackson Co
61 L 34
Cuero Muni
214 L 28
Victoria Regl
15 L 91
VICTORIA
109.0 VCT 27
MONTGOMERY CO
PORT LAVACA
515 PKV
Calhoun Co
34 0 50
THREE RIVERS
111.4 THX 51
SAN ANGELO
BEEVILLE
284 BEA
Beeville Muni
270 0 45
CORPUS CHRISTI
115.5 CRP 102
SAN ANGELO
CORPUS CHRISTI
110.3 I-CRP
CONOR
382 CR
ROCKPORT
391 RKP
TRUAX
284.2 NGP
TRUAX
114.0 NGP 87
NAS Corpus Christi/Truax Fld
19 L 80
(A) 138.6 284.2
A-632B EXCLUDES AIRSPACE
AT AND BELOW 4000 WITHIN NAS
CORPUS CHRISTI CLASS D (SFC) AIRSPACE
NAVY KINGSVILLE
NOI 125
Nas Kingsville
50 L 80
(A) 276.2
Bishop Muni
55 L 32
Nueces Co
79 0 30
Aransas Co
24 0 56
(Aransas National Wildlife Refuge) Pvt
10 - 46
(San Jose Island) Pvt
10 0 49
(Mustang Beach)
5 L 35
(T P McCampbell)
17 0 50
(Aransas Pass)
4 L 32
(Mellon Ranch) Pvt
38 - 46
(Rooke Fld)
56 L 33
(Green Lake Ranch) Pvt
50 - 44
(Stovall Ranch Nr 1) Pvt
108 - 33
Muni
15 L 50
(Pioneer Fld) Pvt
5 - 60
HOUSTON
Rockport
128.15 281.9
AUSTS
MRA 3000
WORRY
MRA2500
COPAN
IVOLY
TANNA
BOINT
FLAKY
SKIDS
SINTO
ATHIS
LAMMR
MUMMRI
KLEIN
MULAT
POGOE
SOLON
LOCOE
JETTY
V13-407
V20-570
V568
V13-320

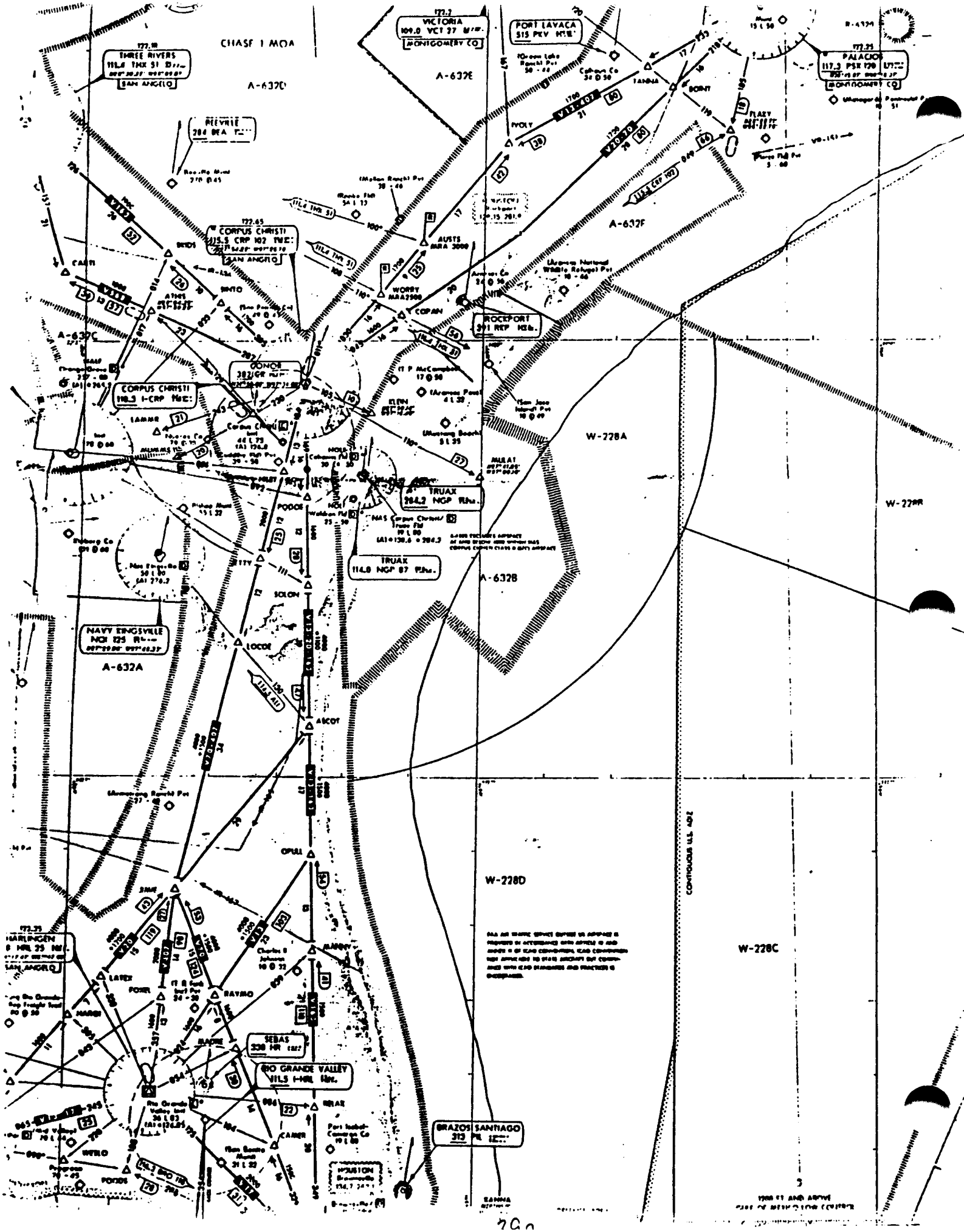

San Antonio Intl
Randolph AFB
Randolph AFB Aux
RANDOLPH
RND(L) 70
SEEDS
EAGLE LAKE
116.4 ELA 111
Kelly AFB
SAN ANTONIO
116.8 SAT 115
122.25
PALACIOS
117.3 PSX 120
MONTGOMERY CO
AGGIT
Bay City Muni
(Arrow's Ranch) Pvt
THREE RIVERS
111.4 THX (L) 51
CRIMP
Calhoun Co
(Matagorda Peninsula) Pvt
CONTIGUOUS U.S. ADIZ
FLAKY
122.65
CORPUS CHRISTI
115.5 CRP 102
SAN ANGELO
Aransas Co
(Duval Co Ranch Company) Pvt
CONOR
382 CR
W-228A
NOLF
Cabaniss Fld
NAS Corpus Christi/Truax Fld
NOLF Waldron Fld
NAS Kingsville
NAVY KINGSVILLE
NOI 125
LAREDO
117.4 LRD 121
(O S Wyatt) Pvt
W-228B
ALLBA
(Corralitos) Pvt
(Zapata Co)
MEA-24000
(El Coyote Ranch) Pvt
UNITED STATES
MEXICO
Falcon Dam
DEVOE
HOUSTON
MC ALLEN
117.2 MFE 119
SAN ANGELO
Edinburg Rio Grande Val'y Reg Freight Trml
SAN ANGELO 122.35
(Moore) Pvt
McAllen Miller Intl
Rio Grande Valley Intl
Port Isabel Cameron Co
W-228D
W-228C
MEA-31000
TO 11 MSL
GULF OF MEXICO HIGH CONTROL
CONTIGUOUS U.S. ADIZ
SUTOL
Reynosa Intl
KANNA
Brownsville/South Padre Island Intl
DOTOR
REYNOSA
112.4 REX 71
MATAMOROS
114.3 MAM 90
General Sevande Canales
BROWNSVILLE
116.3 BRO 110
116.3 BRO 110
RADAS
CLONN
REPORT TO FAA RADIO PRIOR TO ENTERING ADIZ
MEXICAN HIGH ALTITU
AIRSPACE IS EFFECTI
AT FL 200 AND ABO
CHINO
AGUAS
ELIXI
TIMAS
MEA-FL 280

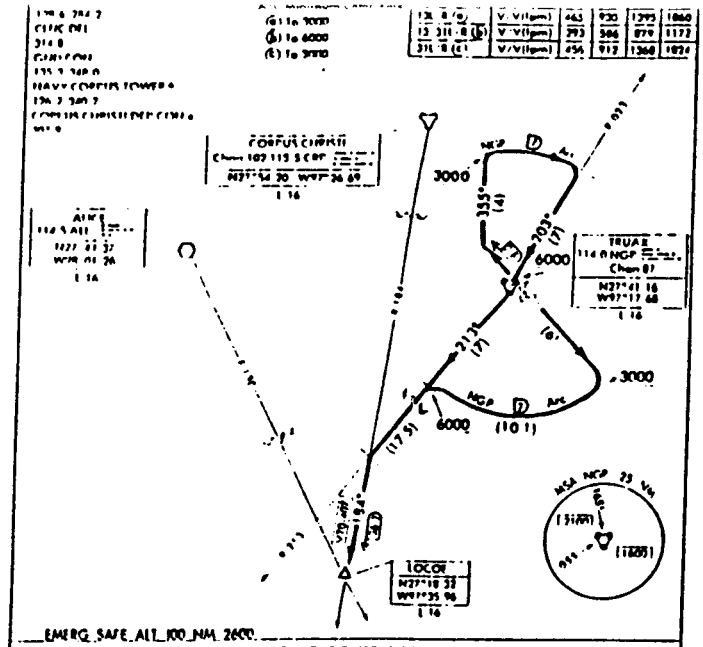

RANDOLPH IB MOA
RANDOLPH IC MOA
CHASE 2 MOA
CHASE 1 MOA
A-6320
A-632E
A-632F
A-630C
A-632A
A-632B
W-228A
W-228B
W-228C
W-228D
THREE RIVERS
VICTORIA
PORT LAVACA
PALACIOS
BEEVILLE
CORPUS CHRISTI
ROCKPORT
ALICE
TRIUAX
NAVY KINGSVILLE
BROOKS CO
HARLINGEN
SIBAS
RIO GRANDE VALLEY
BRAZOS SANTIAGO
BROWNSVILLE/SOUTH PADRE ISLAND
BROWNSVILLE
MATAMOROS
CONTIGUOUS U.S. ADIZ


RANDOLPH 2A MOA
RANDOLPH 1B MOA
RANDOLPH 1C MOA
CHASE 1 MOA
CHASE 3 MOA
KINGSVILLE 2 MOA
KINGSVILLE 1 MOA
A-632D
A-632E
A-632C
A-632A
R-6312
DEVINE
EDLY
PLEASANTON
COTULLA
THREE RIVERS
BEEVILLE
CORPUS CHRISTI
ALICE
CONROE
KLEBERG CO
HEBBRONVILLE
LAREDO
HOUSTON
BROOKS CO
NAVY KINGSVILLE
TRUAX
VICTORIA
HARLINGEN
MR. ALLEN
MILLER INTL
REYNOSA
RIO GRANDE VALLEY
BROWNSVILLE/SOUTH PADRE ISLAND


ALERT AREA
A-632C
CONCENTRATED
STUDENT
JET
TRAINING
CLASS C
07
04
WARN
W-228
GULF OF MEXICO LOW CONTROL AREA
ALERT AREA
A-632B
CONCENTRATED STUDENT
PILOT TRAINING
KINGSVILLE 2 NDB
04
07
ALERT AREA
A-632A
27°
98°
97°
GULF
OF
MEXICO
GULF OF MEXICO LOW CONTROL AREA
06
10
17
WARNING
W-228 D
06
GULF OF MEX
CONTROL


RESTRICTED
R-6312
Joint San Antonio
CHASE 3 MOA
ALERT AREA
A-632A
CONCENTRATED
STUDENT
JET
TRAINING
CORPUS
CHRISTI
CLASS C
KINGSVILLE 2 M
KINGSVILLE MOA
ALERT AREA
A-632A
R-6317
CONTIGUOUS US


CHASE 1 MOA
A-632D
A-632E
A-632F
A-632C
A-632A
A-632B
THREE RIVERS
SAN ANGELO
VICTORIA
MONTGOMERY CO
FORT LAVACA
PALACIOS
MONTGOMERY CO
REEVRIE
CORPUS CHRISTI
SAN ANGELO
ROCKPORT
CORPUS CHRISTI
TRUAX
TRUAX
NAVY KINGSVILLE
W-228A
W-228B
W-228D
W-228C
CONTIGUOUS U.S. ADIZ
HARLINGEN
SAN ANGELO
SEBAS
RIO GRANDE VALLEY
BRAZOS SANTIAGO
HOUSTON

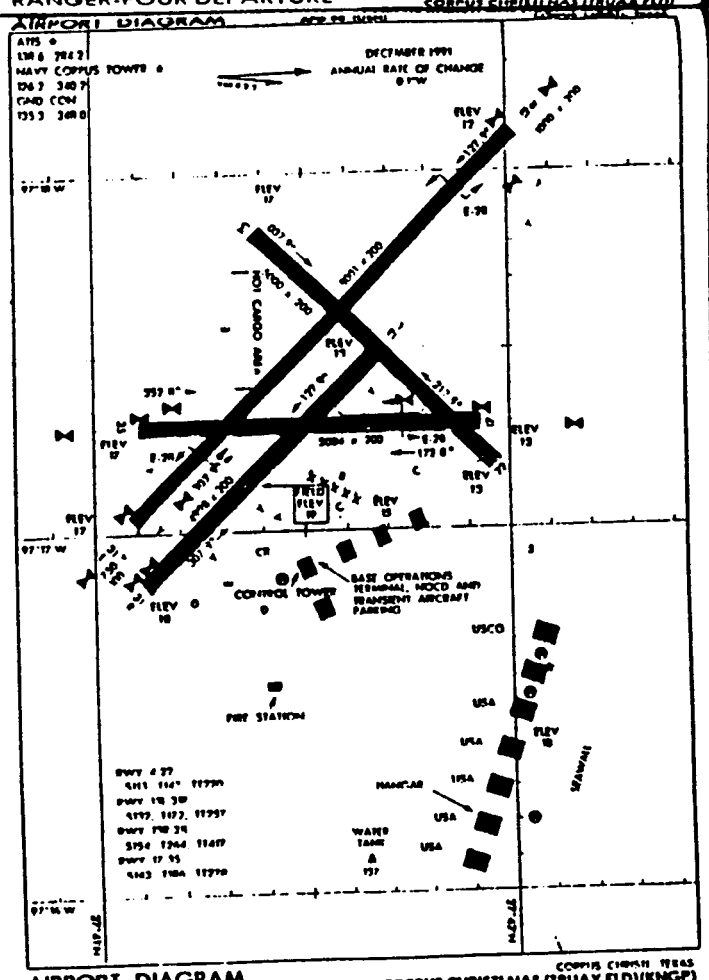


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Fly runway heading to join and arc S on the 7 mile arc to join and fly NGP R-213 to join and fly CRP R-184 to LOCOE (ALI R-130 CRP R 184 36.7 DME). Join 7 mile arc at 3000 minimum, join NGP R-213 at 6000 minimum.

TAKE-OFF RWY 31L/R: Fly runway heading to the 2.8 DME, turn right heading 355° to join and arc N on the 7 mile arc to join and fly NGP R-023 to NGP. NGP R 213 to join and fly CRP R-184 to LOCOE. Join 7 mile arc at 3000 minimum, cross NGP at 6000 minimum.

RANGER-FOUR DEPARTURE



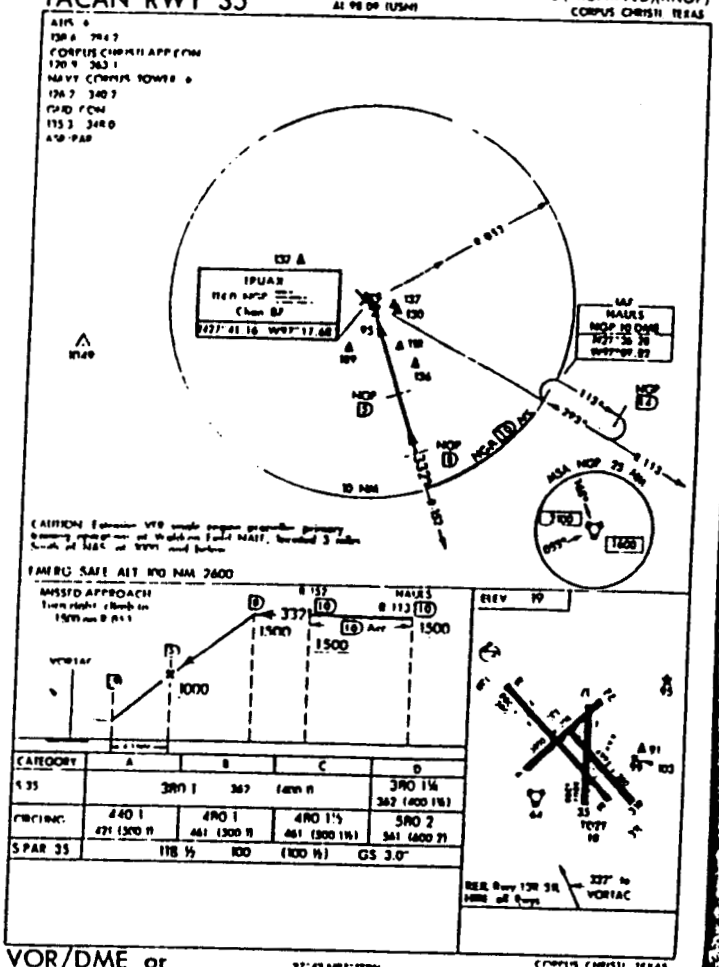
AIRPORT DIAGRAM

CORPUS CHRISTI TEXAS
CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)

20L

VOR/DME or TACAN RWY 35

100 CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)
CORPUS CHRISTI, TEXAS

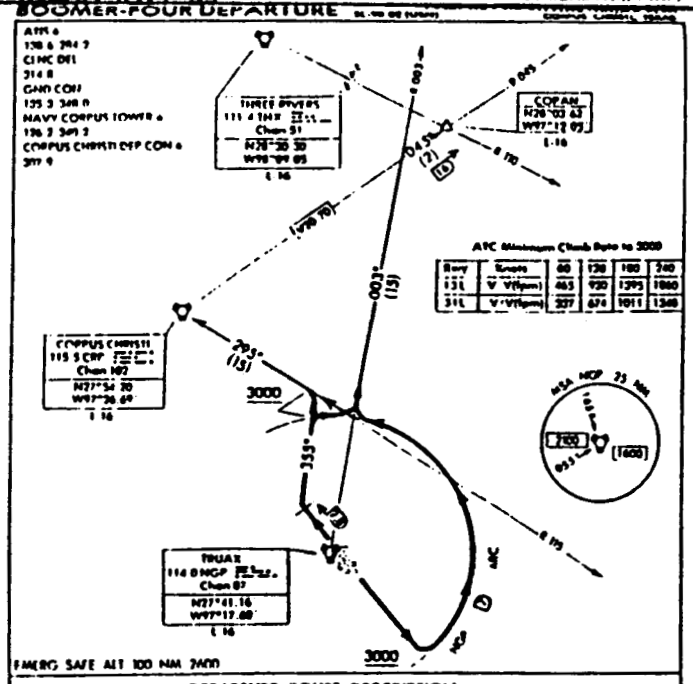


CATEGORY	A	B	C	D
S-35	380 1	367		380 1¼ 367 (400 1¼)
CIRCLING	440 1 471 (500 1)	480 1 461 (500 1)	480 1½ 461 (500 1½)	580 2 561 (600 2)
S-PAR 35	118 ½	100	(100 ½)	GS 3.0°

VOR/DME or TACAN RWY 35

CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)
CORPUS CHRISTI, TEXAS

BOOMER-FOUR DEPARTURE



ATC Minimum Climb Rate to 3000

Rwy	Knots	60	120	180	240
13L	V V(fpm)	465	930	1395	1860
31L	V V(fpm)	327	654	1011	1308

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Fly runway heading to join and arc E on the 7 mile arc to the _____ Transition. Join the 7 mile arc at 3000 minimum.

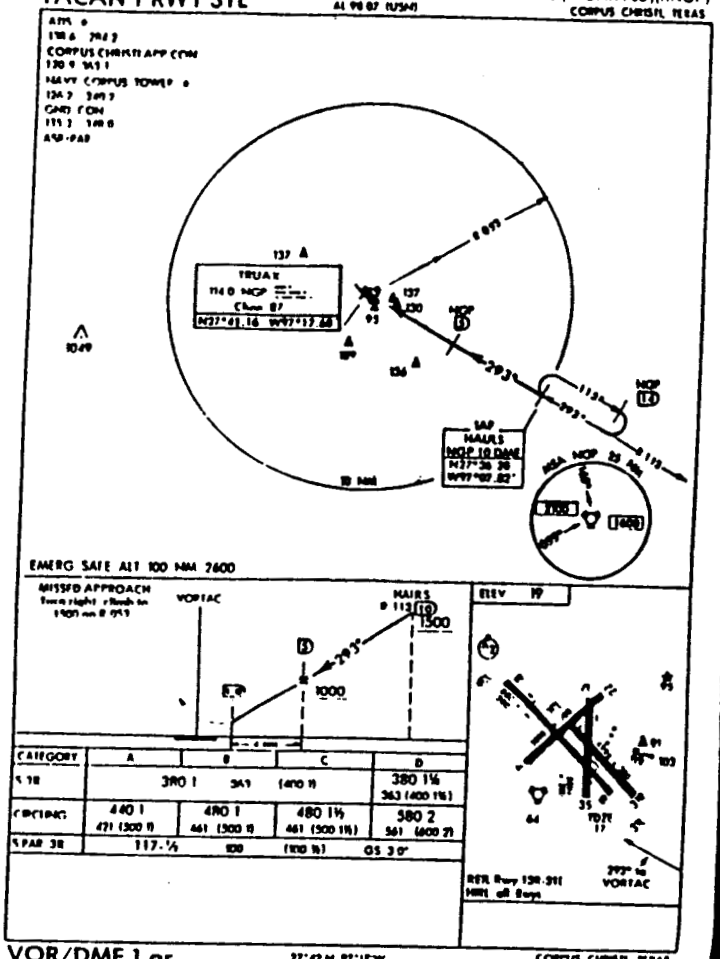
TAKE-OFF RWY 31L/R: Fly runway heading to the 2.8 DME, turn right heading 355° to the _____ Transition. Join 7 mile arc or CRP R-115 at 3000 minimum.

COPAN TRANSITION: Arc N on the 7 mile arc to the NGP R-003 to CRP R-045 to COPAN

CORPUS CHRISTI TRANSITION: Fly CRP R-115 to CRP.

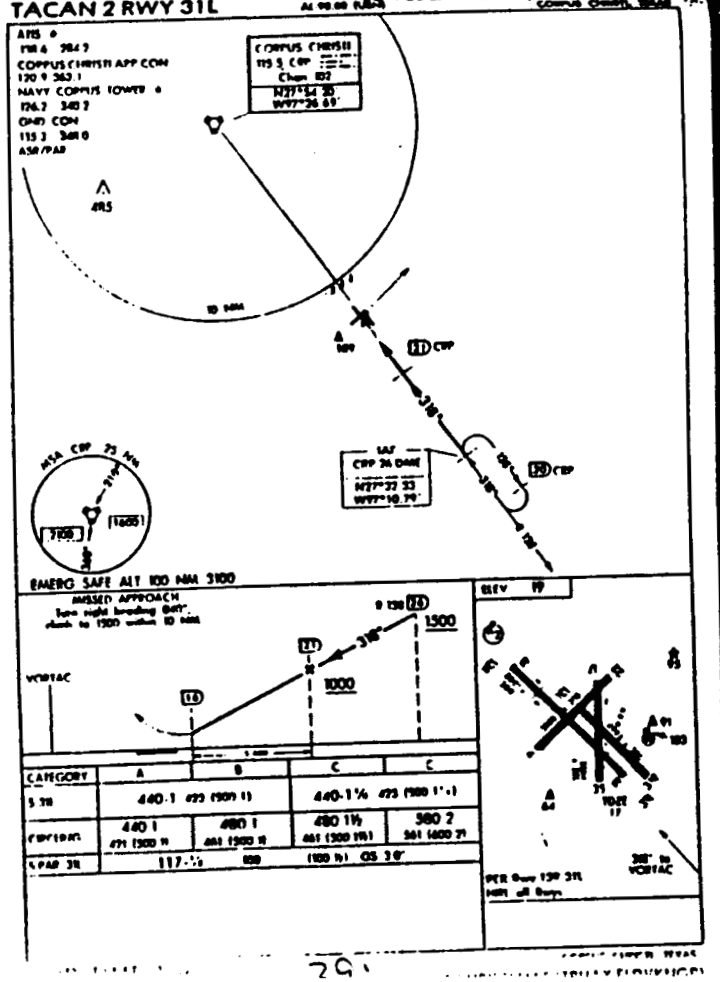
VOR/DME 1 or TACAN 1 RWY 31L

98 CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)
CORPUS CHRISTI, TEXAS

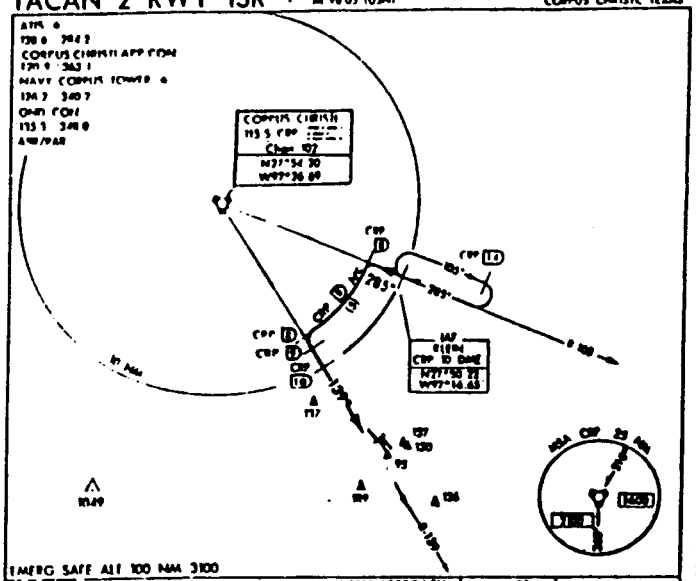


VOR/DME 1 or TACAN 1 RWY 31L
VOR/DME 2 or TACAN 2 RWY 31L

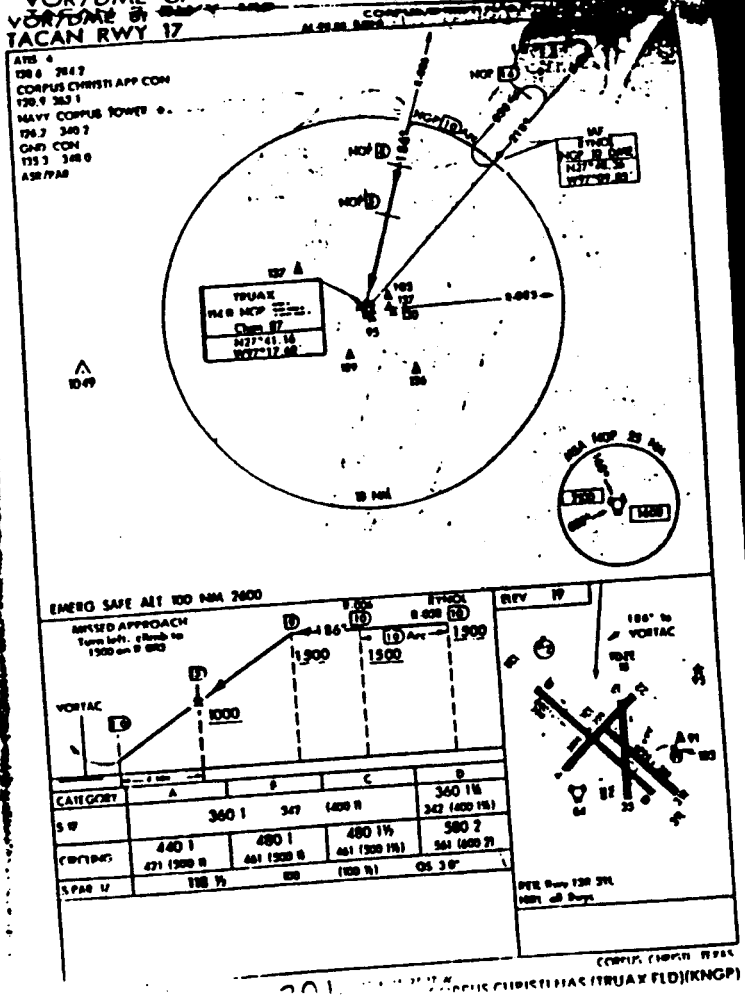
CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)
CORPUS CHRISTI, TEXAS



VOR/DME or TACAN 2 RWY 13R



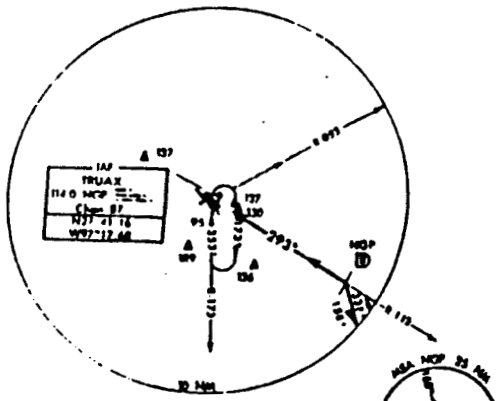
VOR/DME or TACAN RWY 17



VOR or
VOR/DME 3 RWY 31L

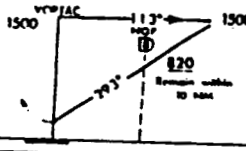
CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)
CORPUS CHRISTI, TEXAS

ATIS
CORPUS CHRISTI APP CON
NAVY CORPUS TOWER
GND CON
ASR/PAR



EMERG SAFE ALT 100 NM 2600

MISSED APPROACH: Turn right, climb to 1500 on 8 DME

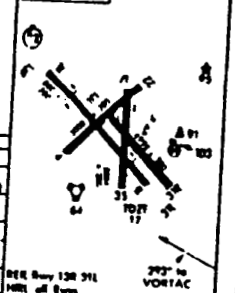


CATEGORY	A	B	C	D
S 31L	820-1 (800 (900-1))	820-1½ (800 (900-1½))	820-2½ (800 (900-2½))	820-2¾ (800 (900-2¾))
CIRCLING	820-1 (801 (900-1))	820-1½ (801 (900-1½))	820-2½ (801 (900-2½))	820-2¾ (801 (900-2¾))

*VOR DME Minima

S 31L*	400-1 383 (400-1)			400-1½ 383 (400-1½)
CIRCLING*	440-1 471 (500-1)	460-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)
S-PAR 31L	117-½	100	(100-½)	GS 3.0°

ELEV 19

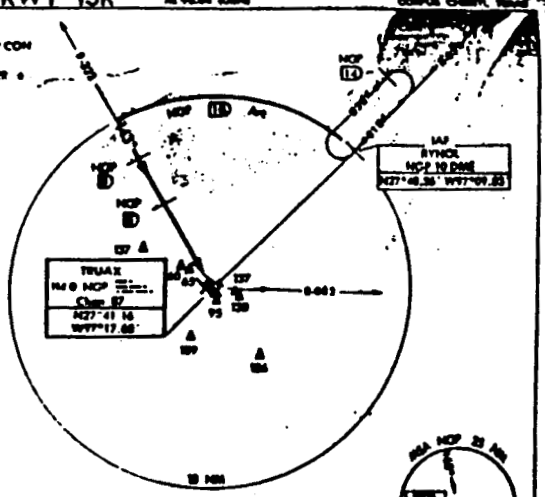


REIL Rwy 13R 31L
HIRL all Rwys

VOR or
VOR/DME or TACAN 1 RWY 13R

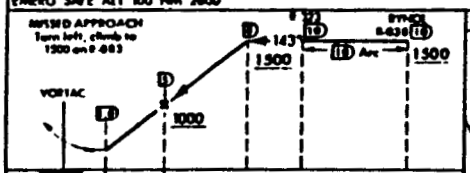
CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)
CORPUS CHRISTI, TEXAS

ATIS
CORPUS CHRISTI APP CON
NAVY CORPUS TOWER
GND CON
ASR/PAR



EMERG SAFE ALT 100 NM 2600

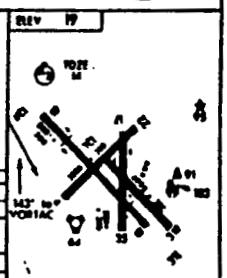
MISSED APPROACH: Turn left, climb to 1500 on 8 DME



CATEGORY	A	B	C	D
S 13R*	320-½	306	(400-½)	
CIRCLING	440-1 471 (500-1)	460-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)
S-PAR 13R*	114/16	100	(100-½)	GS 3.0

* When ALS inop, increase vis ¼ mile

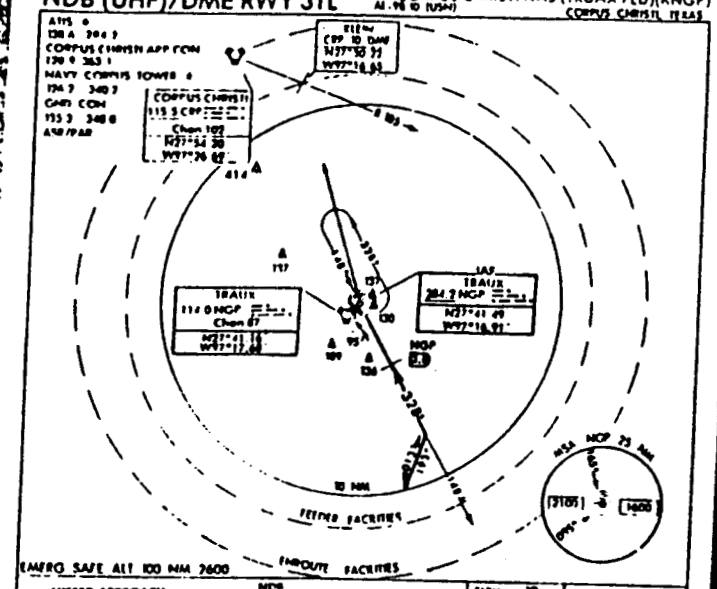
ELEV 19

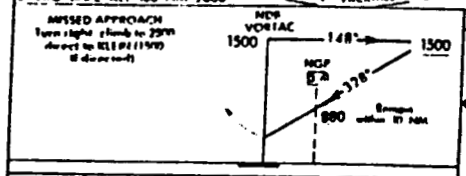


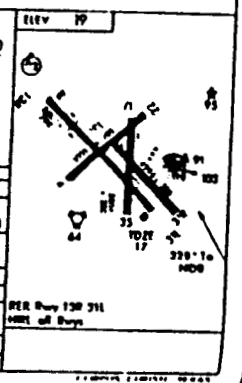
REIL Rwy 13R 31L
HIRL all Rwys

NDB (UHF)/DME RWY 31L

CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)
CORPUS CHRISTI, TEXAS







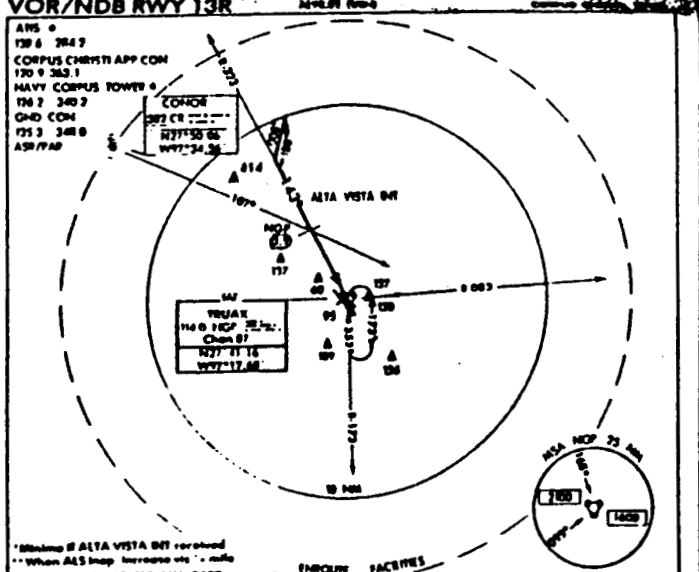
CATEGORY	A	B	C	D
S-31L	880-1 863 (900-1)	880-1¼ 863 (900-1¼)	880-2¼ 863 (900-2¼)	880-2¾ 863 (900-2¾)
CIRCLING	880-1 861 (900-1)	880-1¼ 861 (900-1¼)	880-2¼ 861 (900-2¼)	880-2¾ 861 (900-2¾)

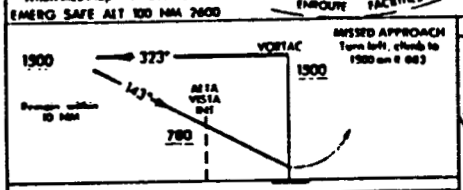
*With Step-down fix

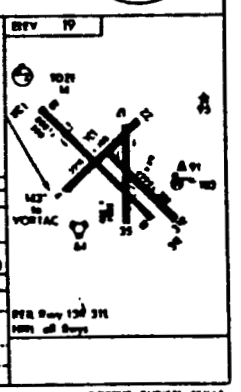
S-31L*	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING*	440-1 421 (500-1)	480-1 461 (500-1)	480-1¼ 461 (500-1¼)	580-2 561 (600-2)
S-PAR 31L	117-¼	100	(100-¼)	0530

Final course crosses arm/leg centerline 4700 prior to threshold

NDB (UHF) or
VOR or
VOR/NDB RWY 13R







CATEGORY	A	B	C	D
S-13R**	780-¾ 766 (800-¾)	780-1 766 (800-1)	780-2 766 (800-2)	780-2¼ 766 (800-2¼)
CIRCLING**	780-1 761 (800-1)	780-1¼ 761 (800-1¼)	780-2¼ 761 (800-2¼)	780-2¾ 761 (800-2¾)

*VOR/NDB Minima

S-13R*	440-¾ 426 (500-¾)		440-1 426 (500-1)	
CIRCLING*	440-1 421 (500-1)	480-1 461 (500-1)	480-1¼ 461 (500-1¼)	580-2 561 (600-2)
S-PAR 13R	114/16	100	(100-¼)	0530

VOR or
VOR/NDB RWY 13R

CORPUS CHRISTI NAS (TRUAX FLD)(KNGP)

RADAR INSTRUMENT APPROACH MINIMUMS

CORPUS CHRISTI NAS, TX (1 APR 93 USN)

ELEV 19

RADAR - (E) 6835 134.1 270.8 278.8 337.2 354.8 390.8

	RWY	GS/TCH/RPI	CAT	DH/MDA-VIS	HAT/HAA	CEIL-VIS
PAR ⓞ	13R ⓒ	3.0°/40/783	ABCDE	114/16	100	(100-¼)
	17	3.0°/43/778	ABCDE	118-½	100	(100-½)
	31L	3.0°/41/798	ABCDE	117-½	100	(100-½)
	31R	3.0°/36/682	ABCDE	119-½	100	(100-½)
	35	3.0°/44/813	ABCDE	118-½	100	(100-½)
SIDESTEP ⓓ 13L ⓑ			AB	800-2	787	(800-2)
			C	800-2¼	787	(800-2¼)
			D	800-2½	787	(800-2½)
			E	800-2¾	787	(800-2¾)
SIDESTEP ⓓ 31L ⓑ			AB	800-2	783	(800-2)
			C	800-2¼	783	(800-2¼)
			D	800-2½	783	(800-2½)
			E	800-2¾	783	(800-2¾)
	31R ⓑ		ABCDE	800-2	781	(800-2)
ASR	13R ⓒ		ABC	400-¾	386	(400-¾)
			DE	400-1	386	(400-1)
	17		ABC	380-1	342	(400-1)
			DE	380-1¼	342	(400-1¼)
	31L		ABC	400-1	383	(400-1)
			DE	400-1¼	383	(400-1¼)
	31R		ABC	400-1	381	(400-1)
			DE	400-1¼	381	(400-1¼)
	35		AB	440-1	422	(500-1)
			CD	440-1¼	422	(500-1¼)
			E	440-1½	422	(500-1½)
	4		AB	440-1	423	(500-1)
			CD	440-1¼	423	(500-1¼)
			E	440-1½	423	(500-1½)
SIDESTEP ⓓ 13L			AB	800-2	781	(800-2)
			C	800-2¼	781	(800-2¼)
			D	800-2½	781	(800-2½)
			E	800-2¾	781	(800-2¾)
SIDESTEP ⓓ 31L ⓑ			AB	800-2	783	(800-2)
			C	800-2¼	783	(800-2¼)
			D	800-2½	783	(800-2½)
			E	800-2¾	783	(800-2¾)
SIDESTEP ⓓ 31R ⓑ			AB	800-2	783	(800-2)
			C	800-2¼	783	(800-2¼)
			D	800-2½	783	(800-2½)
			E	800-2¾	783	(800-2¾)
CIR	4,13R,13L,17		A	440-1	421	(500-1)
	22,31L,31R,35		B	480-1	461	(500-1)
			C	480-1½	461	(500-1½)
			DE	580-2	561	(600-2)

ⓞ PAR preventive maint Mon Fri 1100-1300Z + +, exc 1st and 3rd Wed of month 1000-1300Z + +. ⓑ Sidestep not auth ifr 2NM fr RWY on final apch. ⓒ When ALS inop increase S-VIS ¼ mile. ⓓ Circling not authorized from Sidestep apch.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

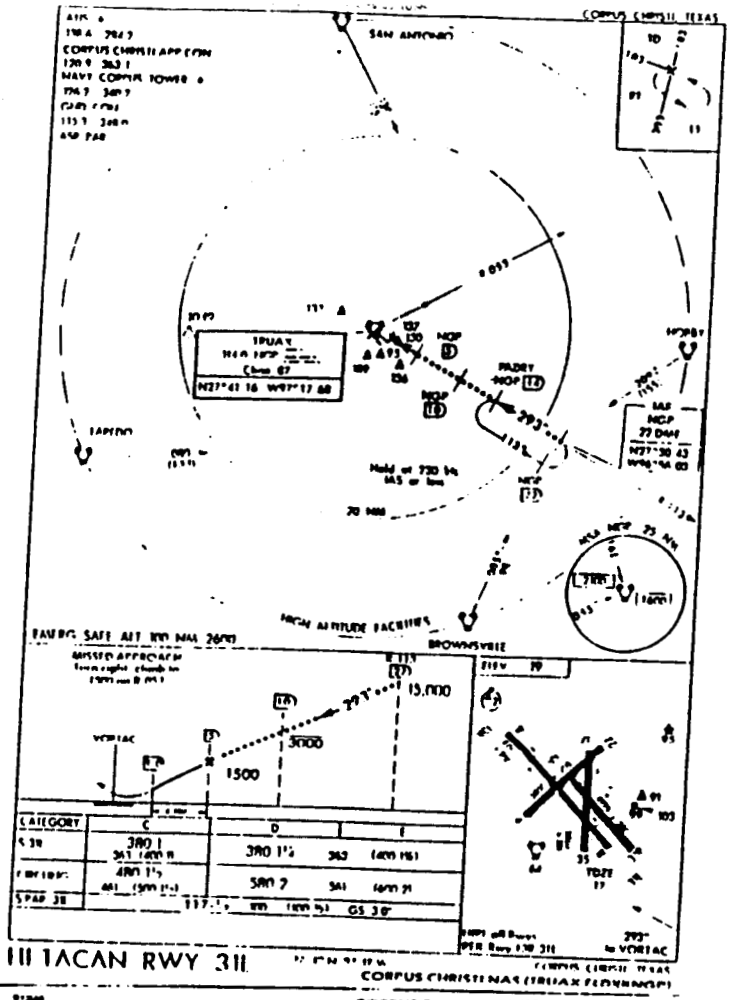
DALLAS LOVE FIELD, TX (29 OCT 81 FAA)

ELEV 487

RADAR - (V) 119.4 125.8 128.5 290.3 307.2 ▼ ▲

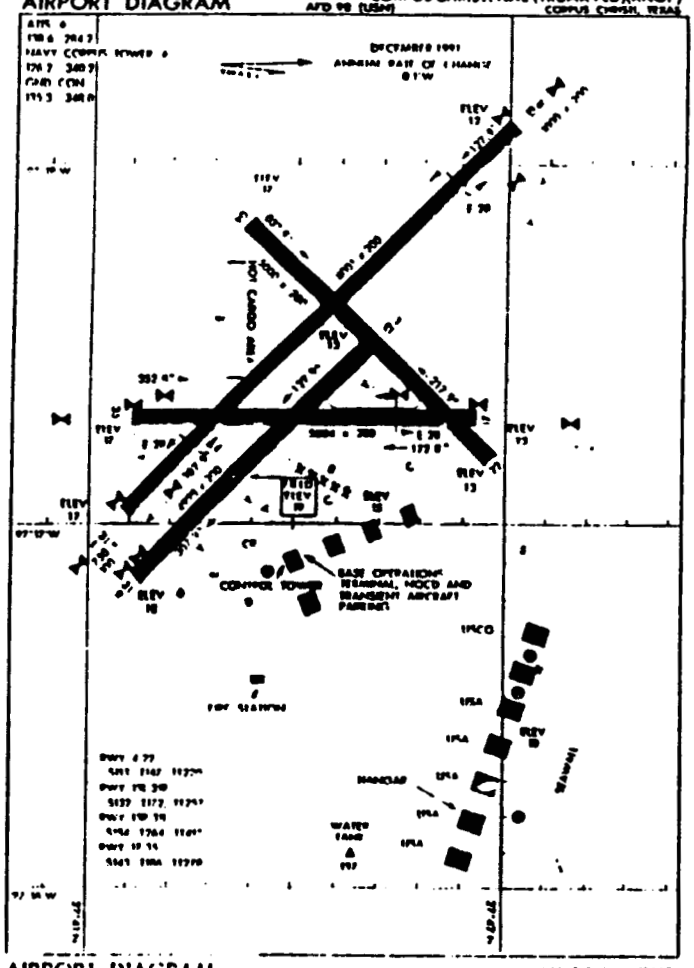
	RWY	GS/TCH/RPI	CAT	DH/MDA-VIS	HAT/HAA	CEIL-VIS
ASR	13L		AB	900/24	415	(500-¾)
			C	900/40	415	(500-¾)
				900/50	415	(500-1)

29n



III TACAN RWY 31L

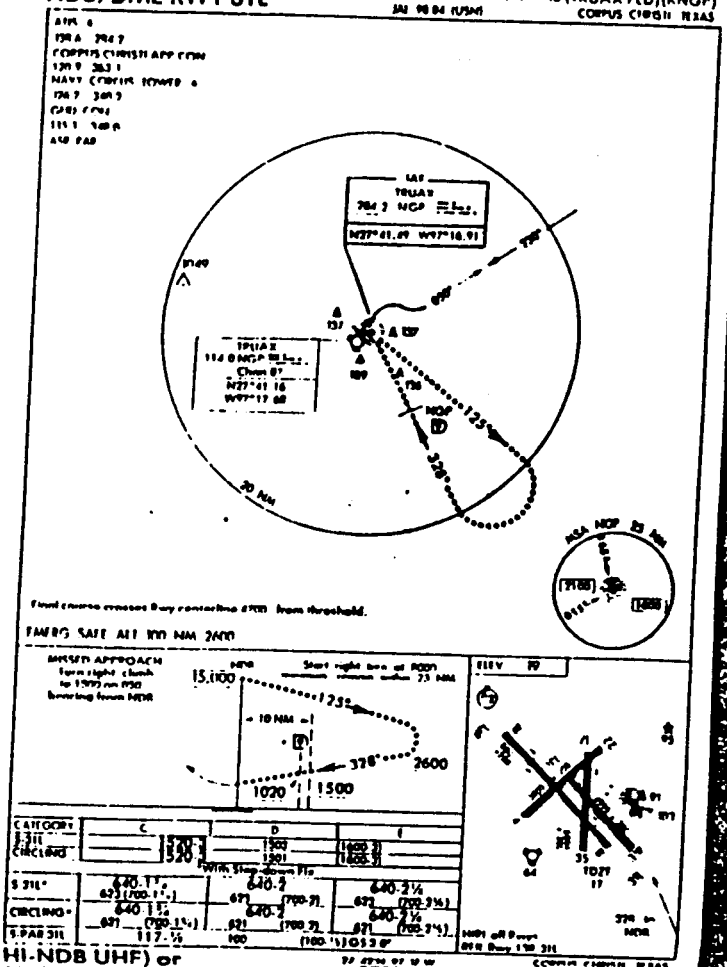
AIRPORT DIAGRAM



AIRPORT DIAGRAM

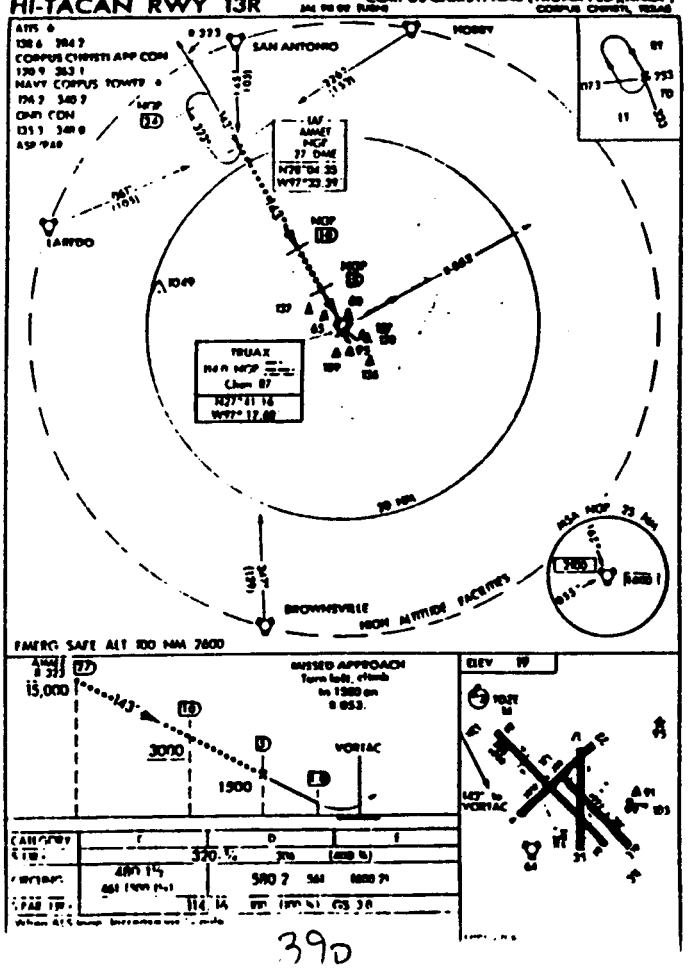
HI-NDB (UHF) or NDB/DME RWY 31L

70 CORPUS CHRISTI NAS (TRUAX FLD)(RNGP)
CORPUS CHRISTI, TEXAS

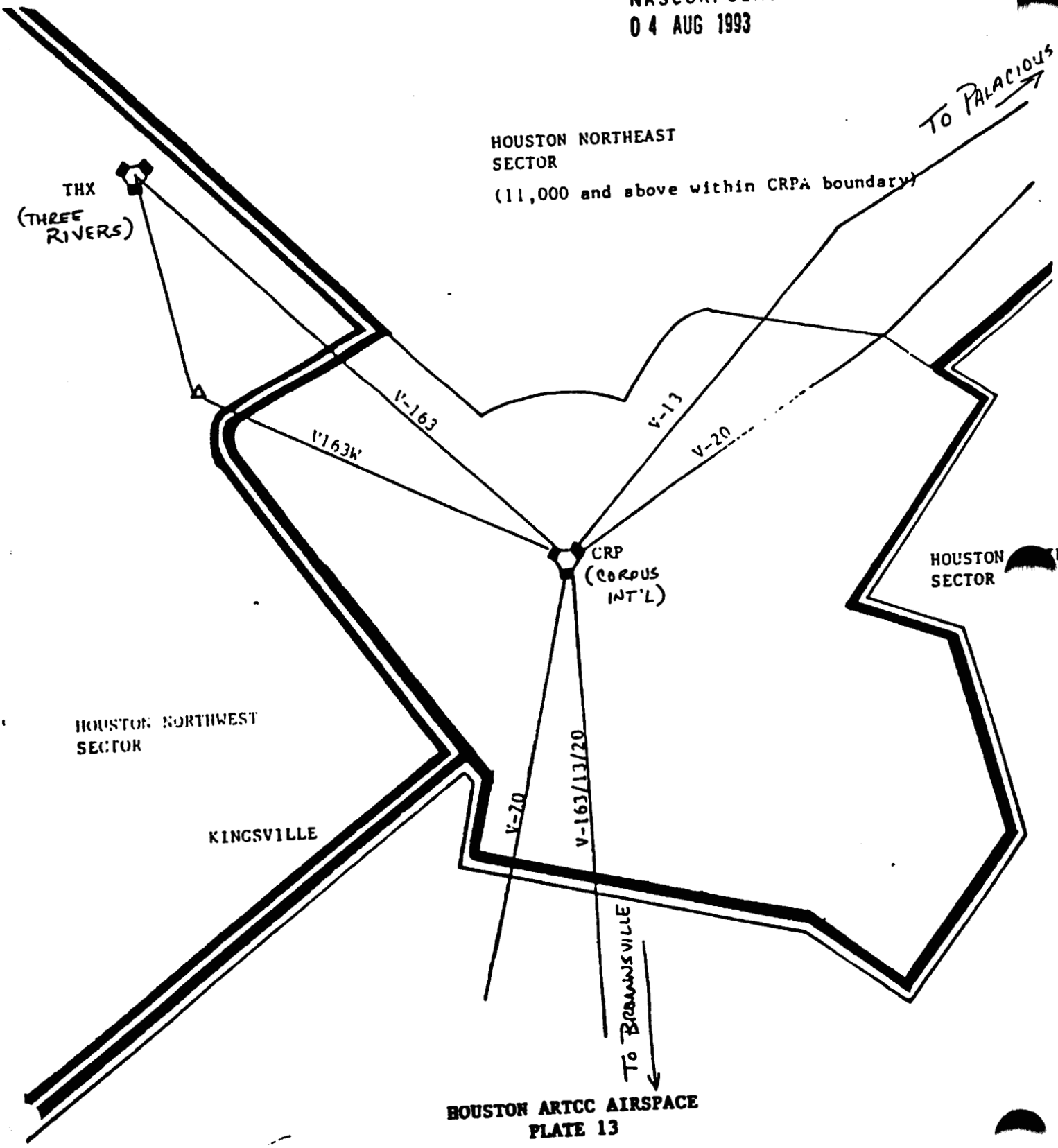


HI-TACAN RWY 13R

CORPUS CHRISTI NAS (TRUAX FLD)(RNGP)
CORPUS CHRISTI, TEXAS

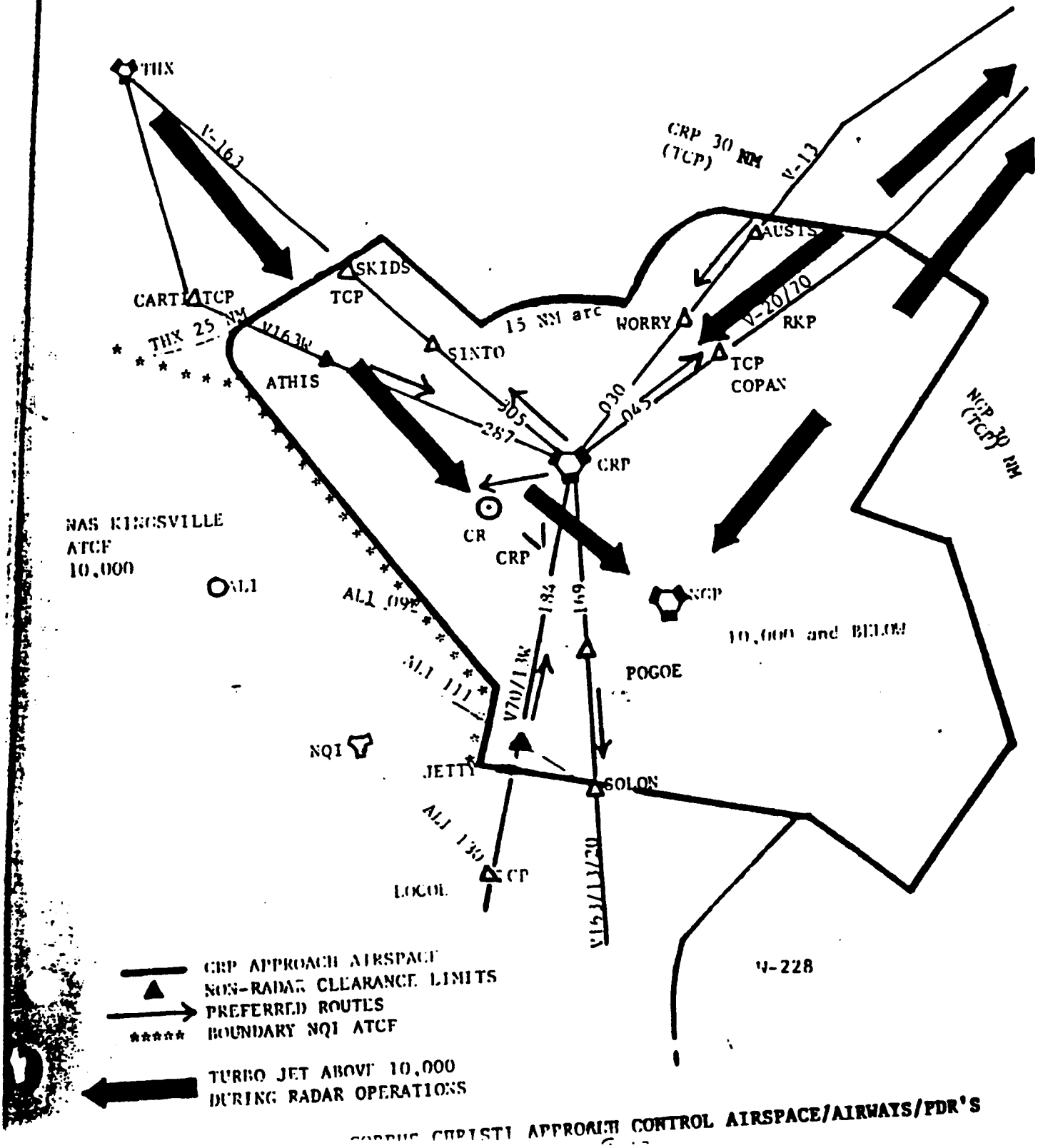


#3



HOUSTON ARTCC AIRSPACE
PLATE 13

#3



CORPUS CHRISTI APPROACH CONTROL AIRSPACE/AIRWAYS/PDR'S

FACILITIES (CONT.)

A. AIR SPACE AND FLIGHT TRAINING AREAS (CONT)

2 CNATRA N3 5-18-94 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 (FY95) and ILS PAR AT NALF Orange Grove (Aug '94) will be installed. These two changes will not affect airfield capacities but will allow ILS approaches to be conducted at home field.

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
Advanced Maritime	**1 Overwater Training Flight (Rigging Procedures)**

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

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

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

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
Advanced Maritime	**1 Overwater Training Flight (Rigging Procedures)**

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

FACILITIES (CONT.)

B. Airfields

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

AIRFIELD NAME: NAS, CORPUS CHRISTI, TX

a. Location (city/county and state and latitude and longitude) - **Corpus Christi, Nueces, TX 27 42'N - 97 17'W**
b. Distance from main field: **N/A**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? - **No**
d. Does the airfield have parallel or dual offset runways? - **13L/R are dual runways**
- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **No**
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? - **Yes**
i. How much capacity is lost? - **Approximately 30%**
j. What percent of the time do conditions force the crosswind runway to be used? - **18%**
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 e airfield facilities designed primarily for helo, prop or jet training aircraft). - **Airfield is suitable for a undergraduate pilot training aircraft. Only runway 13R/31L is suitable for A-4, T-38, and T-1 trainers.**

B. AIRFIELDS (CONT.)NAS CORPUS CHRISTI

. 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 Adquate/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.

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	**724,665**	**724,665**		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	**376,884**	**376,884**		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	**675,459**		**675,459**	
116-662	Dangerous Cargo Area	SY	**545,415**	**545,415**		
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	**1,287,920**	**1,287,920**		

FACILITIES (CONT.)

B. AIRFIELDS (CONT.)NAS CORPUS CHRISTI

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 Adquate/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.

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	724,665	724,665		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	376,884	376,884		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	675,459		675,459	
116-662	Dangerous Cargo Area	SY	545,415	545,415		
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	1,287,920	1,287,920		

42 R 31AU494

33-H-20

CLOSE HOLD

69

FACILITIES (CONT.)

B. AIRFIELDS (CONT.)NAS CORPUS CHRISTI

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 Adquate/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.

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	724,665	724,665		
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	376,884	376,884		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	633,671		633,671	
116-662	Dangerous Cargo Area	SY	545,415	545,415		
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	1,287,920	1,287,920		

B. AIRFIELDS (CONT.)NAS CORPUS CHRISTI

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	**48,250**	**48,250**		
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**233,491**	**233,491**		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**300,716***	**300,716**		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**300,716***	**300,716**		
851	Roads (Do not include 851-142 and 851-143)	SY	**700,474**	**648,049**	**52,425**	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**335,636**	**315,586**	**20,050**	

***Potable water distribution lines and fire protection mains are one and the same.**

FACILITIES (CONT.)

B. AIRFIELDS (CONT.)NAS CORPUS CHRISTI

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	117,538	117,538		
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	234,766	234,766		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	300,716*	300,716		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	300,716*	300,716		
851	Roads (Do not include 851-142 and 851-143)	SY	700,474	630,427	70,047	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	325,849	315,586	10,263	

***Potable water distribution lines and fire protection mains are one and the same.**

FACILITIES (CONT.)

B. AIRFIELDS (CONT.)NAS CORPUS CHRISTI

. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) nder 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/Perma nent	Substan-dard/Semi-Permanent	Inade-quate/Tem porary	
111-10	**Runways**	**SY**	**724,665**			
112-10	**Taxiways**	**SY**	**376,884**			
211-XX	**Hangars**	**SF**	**1,854,292**	**95,386**	**29,309**	R
610-XX	**Administrative**	**SF**	**348,490**	**141,173**	**9,002**	R
113-20	**Aircraft Parking**	**SY**		**633,671**		

. 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: **N/A**

a. Facility Type/Code: **211-03**
b. What makes it inadequate/temporary? **A02/A04/C40**
c. What use is being made of the facility? **211-03**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **$6.1M**
e. What other use could be made of the facility and at what cost? **211-5/$500K Clean up and demo**
f. Current improvement plans and programmed funding: **MILCON P-256/$6.1M**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **C3**

a. Facility Type/Code: **610-77**
b. What makes it inadequate/temporary? **F30**
c. What use is being made of the facility? **610-77**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **$584K**
e. What other use could be made of the facility and at what cost? **600-XX/$584K**
f. Current improvement plans and programmed funding: **SP# R6-87/$584k**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **No**

FACILITIES (CONT.)

3. AIRFIELDS (CONT.)NAS CORPUS CHRISTI

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/Perma nent	Substan-dard/Semi-Permanent	Inade-quate/Tem porary
111-10	**Runways**	**SY**	**724,665**		
112-10	**Taxiways**	**SY**	**376,884**		
211-XX	**Hangars**	**SF**	**1,684,440**	**185,259**	
610-XX	**Administrative**	**SF**	**377,196**	**82,245**	
113-20	**Aircraft Parking**	**SY**		**633,671**	

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: **N/A**

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?

Facilities (cont.)

B. Airfields

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

Airfield Name: NALF WALDRON

a. Location (city/county and state and lattitude and longitude) - **Corpus Christi, Nueces, TX, 27 37'N - 97 19'W**
b. Distance from main field: **3.5 nm**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) 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? **No**
e. Does the airfield have full-length parallel taxiways? - **No**
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? - **18%**
k. Is the airfield equipped to support IFR flight operations? - **No**
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 he airfield facilities designed primarily for helo, prop or jet training aircraft). - **Airfield is suitable for all undergraduate pilot training aircraft except A-4, T-38, ~~and~~ T-1,** T-2. T-45 questionable.

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CNATRA N3

Facilities (cont.)

3. AIRFIELDS (CONT.)NALF WALDRON

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 Adquate/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.

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	~~299,790~~ 342,035		~~299,790~~ 342,035	CNATRA N61
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	135,401	135,401		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	62,938			62,938
116-662	Dangerous Cargo Area	SY	0			
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	62,080	62,080		

FACILITIES (CONT.)

3. AIRFIELDS (CONT.)

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**			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**8,840**	**8,840**		
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**1,100***	**1,100**		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**1,100***	**1,100**		
851	Roads (Do not include 851-142 and 851-143)	SY	**28,731**		**28,731**	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**9,787**		**9,787**	

***Potable water and fire protection mains are one and the same.**

Facilities (cont.)

B. Airfields (cont.)**NALF WALDRON**

. 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/Perma nent	Substan-dard/Semi-Permanent	Inade-quate/Tem porary
111-10	**Runways**	**SY**		**342,035**	
112-10	**Taxiways**	**SY**	**135,401**		
211-XX	**Hangars**	**SF**			
610-XX	**Administrative**	**SF**			
113-20	**Aircraft Parking**	**SY**			**62,938**

. 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: **113-20**
b. What makes it inadequate/temporary? **A35/F30**
c. What use is being made of the facility? **113-20**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **$11.19K**
e. What other use could be made of the facility and at what cost? **451-10/$ unknown**
f. Current improvement plans and programmed funding: **None**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **No**

CLOSE HOLD

Facilities (cont.)

B. Airfields (cont.)NALF WALDRON

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	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
111-10	**Runways**	**SY**		~~299,790~~ 342,035	
112-10	**Taxiways**	**SY**	**135,401**		
211-XX	**Hangars**	**SF**			
610-XX	**Administrative**	**SF**			
113-20	**Aircraft Parking**	**SY**			**62,938**

CNATRA N

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: **N/A**

a. Facility Type/Code: **Parking Apron**
b. What makes it inadequate/temporary? **A35, F30**
c. What use is being made of the facility? **Unused**
d. What is the cost to upgrade the facility to substandard/semi-permanent? **$500K**
e. What other use could be made of the facility and at what cost? **Open storage parking/ $500K**
f. Current improvement plans and programmed funding: **None**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? **No**

Facilities (cont.)

B. Airfields

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

Airfield Name: NALF CABANISS

a. Location (city/county and state and lattitude and longitude) - **Corpus Christi, Nueces, TX, 27 43'N - 97 26'W**
b. Distance from main field: **8nm**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) 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? **No**
e. Does the airfield have full-length parallel taxiways? - **No**
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? - **18%**
k. Is the airfield equipped to support IFR flight operations? - **No**
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 he airfield facilities designed primarily for helo, prop or jet training aircraft). - **Airfield is suitable for all ndergraduate pilot training aircraft except for A-4, T-38, ~~and~~ T-1,** T2. T-45 questionable.

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CNATRA N3

Facilities (cont.)

B. Airfields (cont.)NALF CABANISS

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 Adquate/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.

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	~~342,035~~ 299,790		~~342,035~~ 299,790	CNATRA N.
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	112,800	112,800		
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	42,272		42,272	
116-662	Dangerous Cargo Area	SY				
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	47,500	47,500		

FACILITIES (CONT.)

B. AIRFIELDS (CONT.) **NALF CABANISS**

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**			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	**650**			
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	**2,460***	**2,460**		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	**2,460***	**2,460**		
851	Roads (Do not include 851-142 and 851-143)	SY	**96,252**	**64,923**	**31,329**	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	**0**			

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***Potable water distribution lines and fire protection mains are one and the same.**

CLOSE HOLD

FACILITIES (CONT.)

B. AIRFIELDS (CONT.) NALF CABANISS

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			
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	650			
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	2,460*	2,460		
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	2,460*	2,460		
851	Roads (Do not include 851-142 and 851-143)	SY	96,252	68,427	27,824	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	0			

***Potable water distribution lines and fire protection mains are one and the same.**

FACILITIES (CONT.)

B. AIRFIELDS (CONT.)NALF CABANISS

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	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
111-10	Runways	SY		~~342,035~~ 299,790	
112-10	Taxiways	SY	112,800		
211-XX	Hangars	SF			
610-XX	Administrative	SF			
113-20	Aircraft Parking	SY		42,272	

CNATRA

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: N/A

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?

FACILITIES (CONT.)

B. Airfields

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

Airfield Name: ARANSAS COUNTY

a. Location (city/county and state and lattitude and longitude) - **Rockport, Aransas, TX 28 06'N - 97 03'W**
b. Distance from main field: **26nm**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) 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? **No**
e. Does the airfield have full-length parallel taxiways? - **No**
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? - **18% est.**
k. Is the airfield equipped to support IFR flight operations? - **Yes**
l. Is the airfield owned by your service or leased? - **Landing rights leased 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). - **Airfield is suitable for all undergraduate pilot training aircraft except for A-4, T-38, ~~and~~ T-1,** T2. T-45 questionable.

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CNATRA N3

Facilities (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	Substan-dard/Semi-Permanent	Inade-quate/Tem porary
171-20	Applied Instruction Bldg	SF/PN	8000/40	4000/0	
171-35	Operations Trng Bldg	SF	22239		
171-10	Academic Instruction Bldg	SF/PN	42549/307		

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:
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: **None**
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

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	Substan-dard/Semi-Permanent	Inade-quate/Tem porary
171-20	Applied Instruction Bldg	SF/PN	50549/347	4000/0	
171-35	Operations Trng Bldg	SF	22239		

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:
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: None
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

FACILITIES (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
C-12			X		X
UH-1N			X	X	
T-44A	X	X	X		X
T-34C	X(limited)	X	X		X
Helicopters (CCAD)	X	X	X	X	
P-3	X Note 1.	X	X		X

Note 1. Limited.

CHANGE #3

FACILITIES (CONT.)

E. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility
RATCC	**Precision radar approach, approach and departure control**
	& monitoring of special use Airspace.

CNATRA N3

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)
Yes, NAS Corpus Christi routinely handles transient C-5 and E-6A. C-5 aircraft make regular scheduled flights to NAS Corpus Christi in support of CCAD. E-6A aircraft occasionally fly operational missions from NAS Corpus Christi.

3. Does installation have a dedicated munitions loading pad? - **Yes**
   a. If yes, are there any access limitations? **No**
   b. What type aircraft have used your pad over the last five years? **C-130, C-141,C-5**

FACILITIES (CONT.)

E. Special Military Facilities

4. Is the installation located within 150NM of:
   a. Ground Force Installation (active)? Yes/No (If yes, give name(s)) **Yes. Fort Sam Houston is an Army Headquarters and mobilization gathering point in addition to being a medical training facility.**
   b. Rail Access which allows the loading/unloading of heavy equipment? **Yes**
   c. Deep water port facility? Yes/No (If yes, give name(s)) **Yes**

The Port of Corpus Christi is located approximately 13nm from NAS Corpus Christi.

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No) **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. **Naval Hospital Corpus Christi is the only DOD medical facility serving NAS Kingsville, NS Ingleside, and NAS Corpus Christi.**

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

Type of Facility	Location	Mission and Capability of Facility
Magazine A-1	**Dimmit Island**	**Pyrotechnics 30,000 lbs**
Magazine A-2	**Dimmit Island**	**Pyrotechnics 30,000 lbs**
Magazine A-3	**Dimmit Island**	**Small arms ammunition 30,000 lbs**
Magazine A-4	**Dimmit Island**	**Detonation cord 30,000 lbs**
Magazine A-5	**Dimmit Island**	**Fuses and Det cord 15,000 lbs**
Magazine A-6	**Dimmit Island**	**High explosives 30,000 lbs**
Magazine A-7	**Dimmit Island**	**High explosives 30,000 lbs**
Magazine A-11	**Dimmit Island**	**High explosives 30,000 lbs**
Magazine A-14	**Dimmit Island**	**High explosives 30,000 lbs**

NOTE: This data represents the most current usage.

FACILITIES (CONT.)

F. 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
Corpus Christi Army Depot/DOA	**Helicopter repair depot, full support**
Defense Reutilization and Marketing Office/DLA	**Defense salvage yard and recycle, full support**
Kelly Air Force Base/DAF	**Recreational lodging, facility and utility support**
90th Army Command/DOA	**Reserve command, full support**
Stadium Clock/DOD	**Classified, full support**
Defense Commissary Agency/DeCA	**Commissary store, full support**
Defense Distribution Depot/DLA	**Wholesale distribution and warehousing, full support**
***Joint Task Force Six/DOD**	**Counterdrug operation, staging and operation support**
***Air Force Rome Laboratory/DAF**	**Over-horizon radar, logistic support**

***Supported by but not permanently located on NASCORPC.**

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
Eighth Coast Guard District/Dept of Transportation	**Search and Rescue and Patrol, full support**
Coast Guard Group/Dept of Transportation	**Command Control, Search, Rescue and Patrol, full support**
Coast Guard Law Enforcement Team Det/Dept of Transportation	**Enforcement, Interdiction and Training, full support**
U.S. Customs Service Surveillance Center/ Dept of Treasury	**Counterdrug Air Surveillance, full support**
***Department of Interior**	**Wetlands Environment Research, logistic support**
***Headquarters, Fort Sam Houston/DOA**	**Personnel and logistic support and staging, contingency full support**
Army San Antonio District Recruiting Office/DOA	**Army Recruiting, intermediate support**
***All Navy Activities in Texas, Oklahoma, New Mexico, and Arkansas/DON**	**Supply Contract Support Above $2,500**
***All DOD in 17 South Texas Counties**	**Full Personal Property Support**

***Supported by but not permanently located on NASCORPC.**

FACILITIES (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.

The Air Station is ideally situated for the U.S. Customs mission. Only two minutes of transit time is required for air access to the open Gulf of Mexico. Staging air transport to Central and South America and quickly moving helicopter assets to locations there has been done and can be done again. MINEWARCOM air assets can be deployed in a similar way.

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, COMINEWARCOM can conduct integrated air and surface training from a single geographic site. The air assets can be launched from NASCORPC and the surface forces can be berthed at NS Ingleside.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?

Plans do not exist at this time. See question four below.

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

15 nm

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?

NASCORPC has and could again directly support training carrier operations in local coastal waters as a primary field and as a divert field.

FACILITIES (CONT.)

I. Proximity to Other Support Facilities

.. 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
T.P. McCampbell **	**None/VFR pattern, Emergency**	**10nm NE NGP**
NOLF Goliad*	**None/VFR pattern, Emergency**	**45nm N NGP**
Chase Field*	**None/VFR pattern, Emergency**	**35nm N NGP**

*** Closed in BRAC 1991 ** 5000' runway, pilot controlled lighting, VFR only**

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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
NAS Kingsville	**RI/Pattern**	**30nm SW**
NOLF Orange Grove	**RI/Pattern**	**40nm W**
NS Ingleside	**Serve as host for Mine Warfare**	**45 minutes**

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
Alice Intl	**RI**	**40nm W**
Corpus Christi Intl	**Pattern and RI**	**10nm N**
Brownsville Intl	**RI**	**110nm S**
McAllen Intl	**RI**	**100nm S**
Harlingen Intl	**RI**	**100nm S**
Aransas County	**Pattern and RI**	**19nm NE**
Kleberg County	**RI**	**40nm SW**

***All airfields in this chart are currently being utilized.**

FACILITIES (CONT.)

I. 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
T.P. McCampbell	None/VFR pattern, Emergency	10nm NE NGP
NOLF Goliad*	None/VFR pattern, Emergency	45nm N NGP
Chase Field*	None/VFR pattern, Emergency	35nm N NGP

* Closed in BRAC 1991

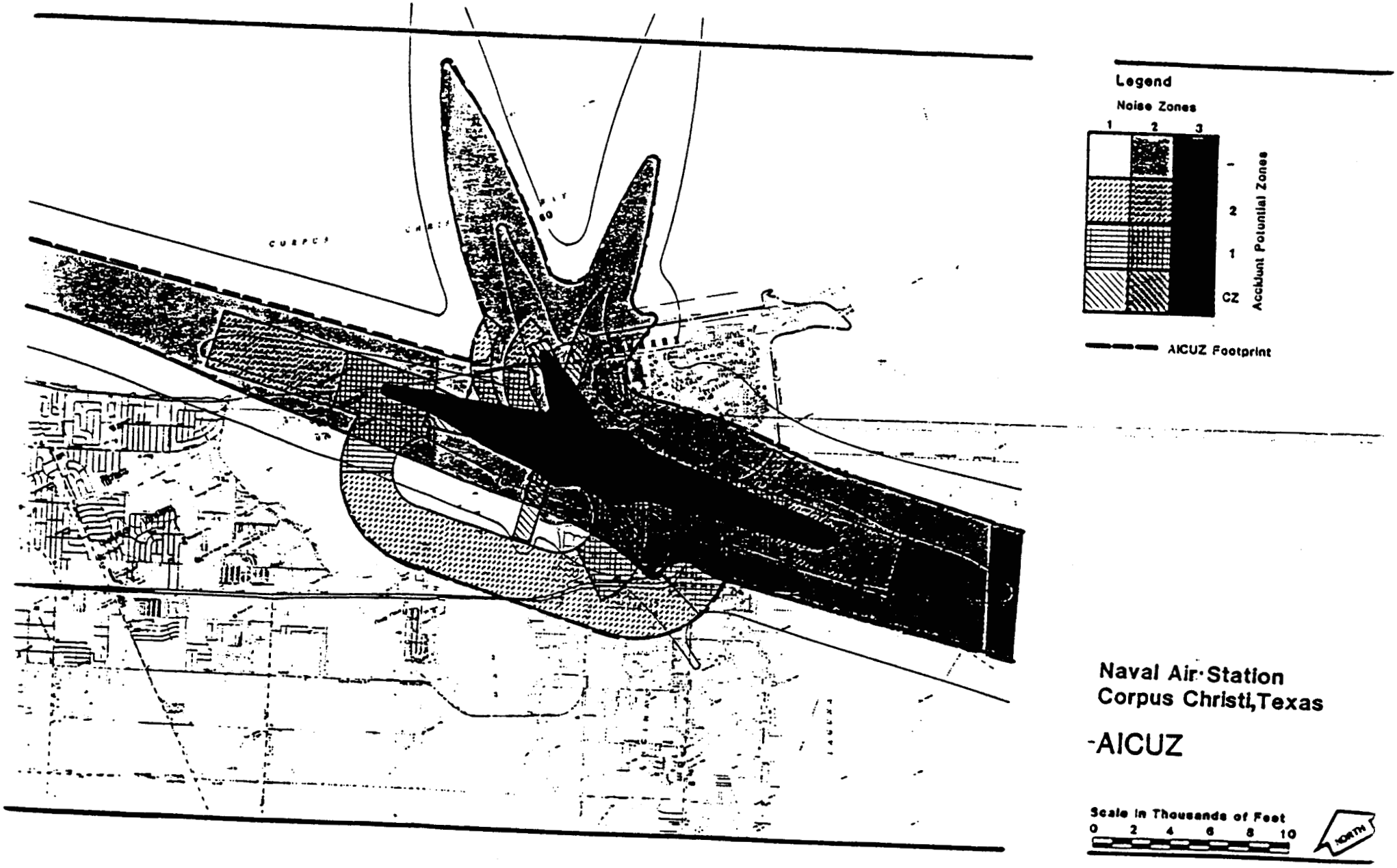
2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

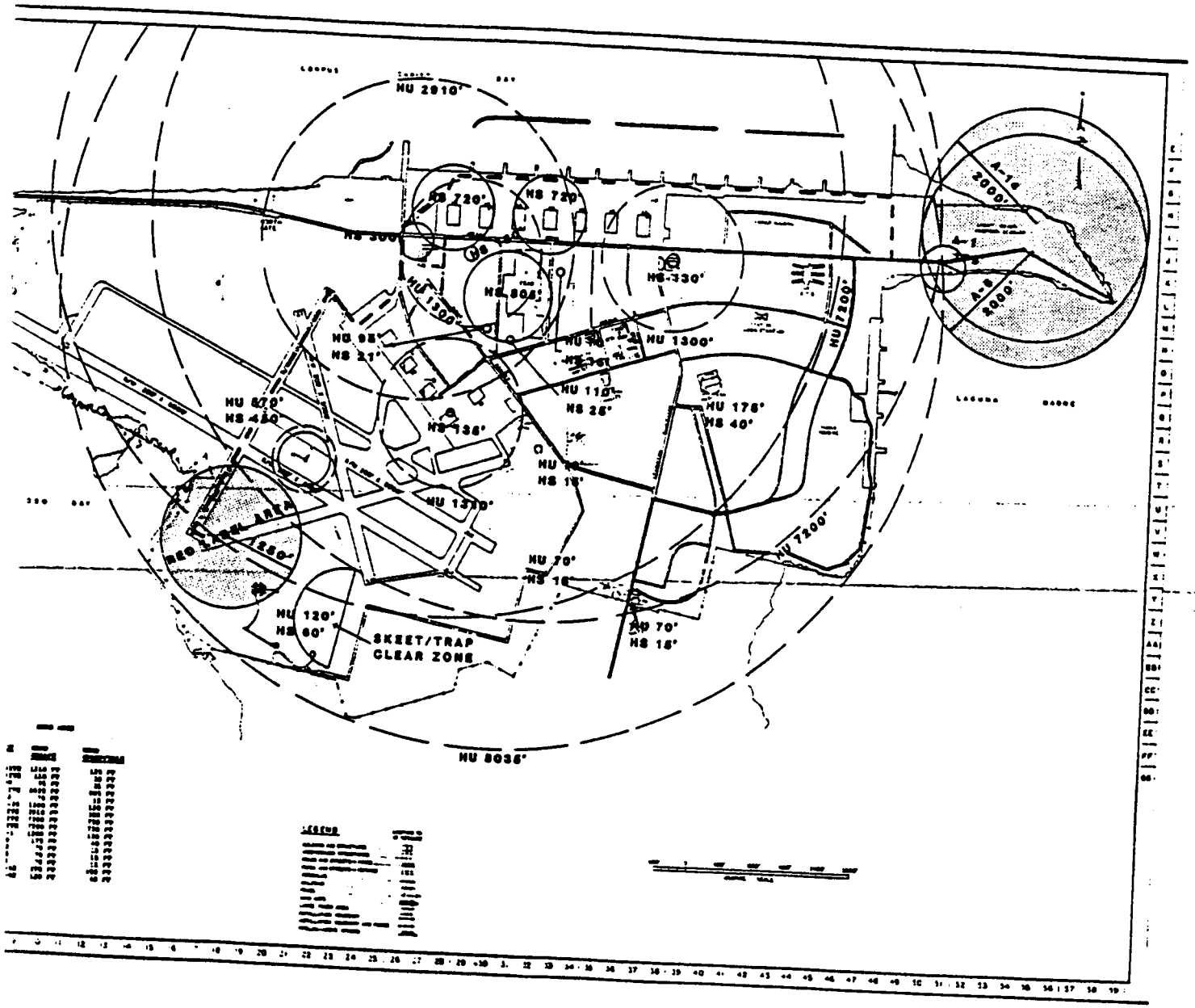
Military Facility Name	Actual / Proposed Use	Distance
NAS Kingsville	RI/Pattern	30nm SW
NOLF Orange Grove	RI/Pattern	40nm W
NS Ingleside	Serve as host for Mine Warfare	45 minutes

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
Alice Intl	RI	40nm W
Corpus Christi Intl	Pattern and RI	10nm N
Brownsville Intl	RI	110nm S
McAllen Intl	RI	100nm S
Harlingen Intl	RI	100nm S
Aransas County	Pattern and RI	19nm NE
Kleberg County	RI	40nm SW

*All airfields in this chart are currently being utilized.


Legend
Noise Zones
1
2
3
2
1
CZ
Accident Potential Zones
AICUZ Footprint
Naval Air Station
Corpus Christi, Texas
AICUZ
Scale in Thousands of Feet
0
2
4
6
8
10
NORTH



Legend

Explosives handling anc

EMR: HU--hero unsafe
HS--hero suscepti:

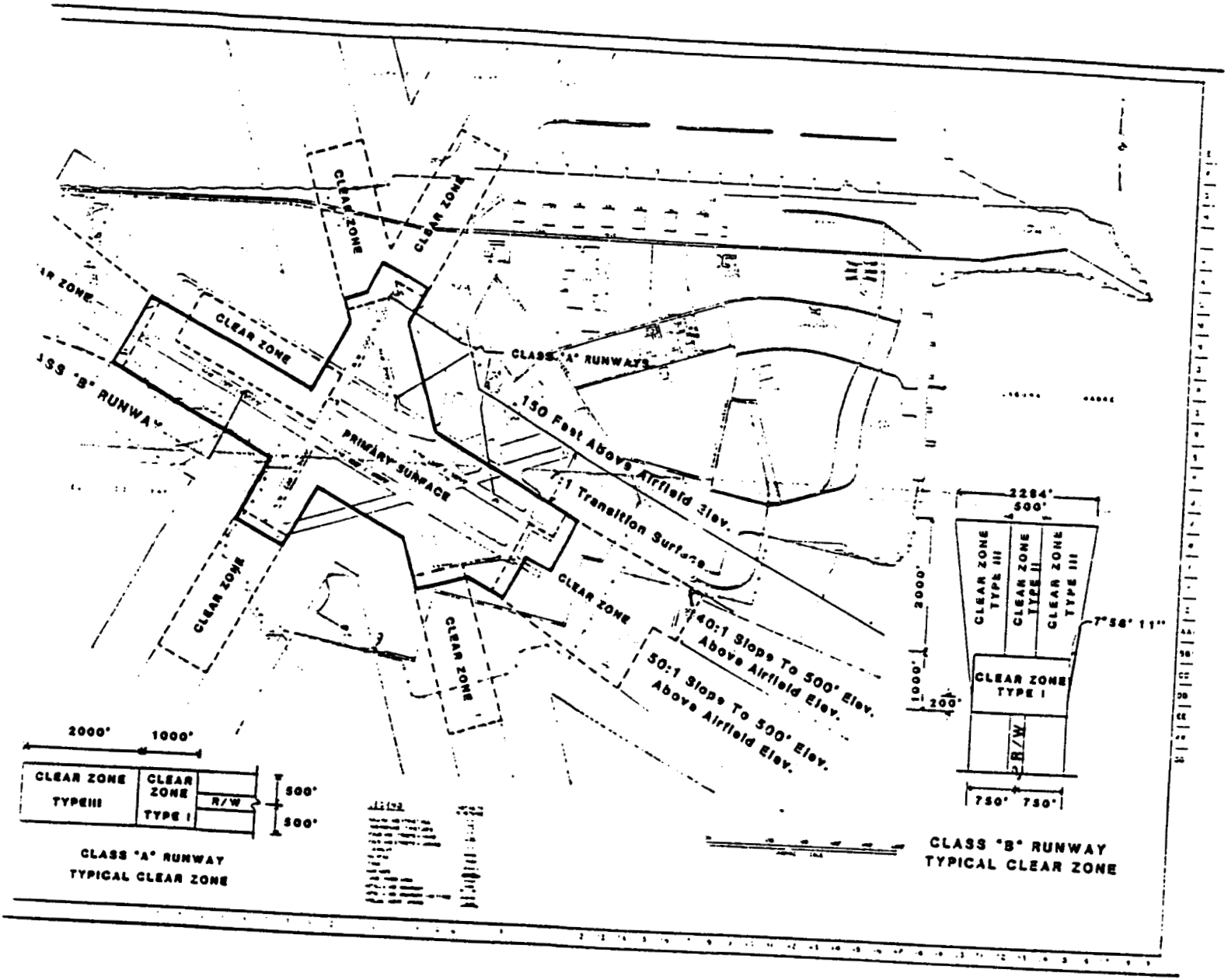
Limited Route

Primary Route

Naval Air Station
Corpus Christi, Texas

Safety distance arcs

fig



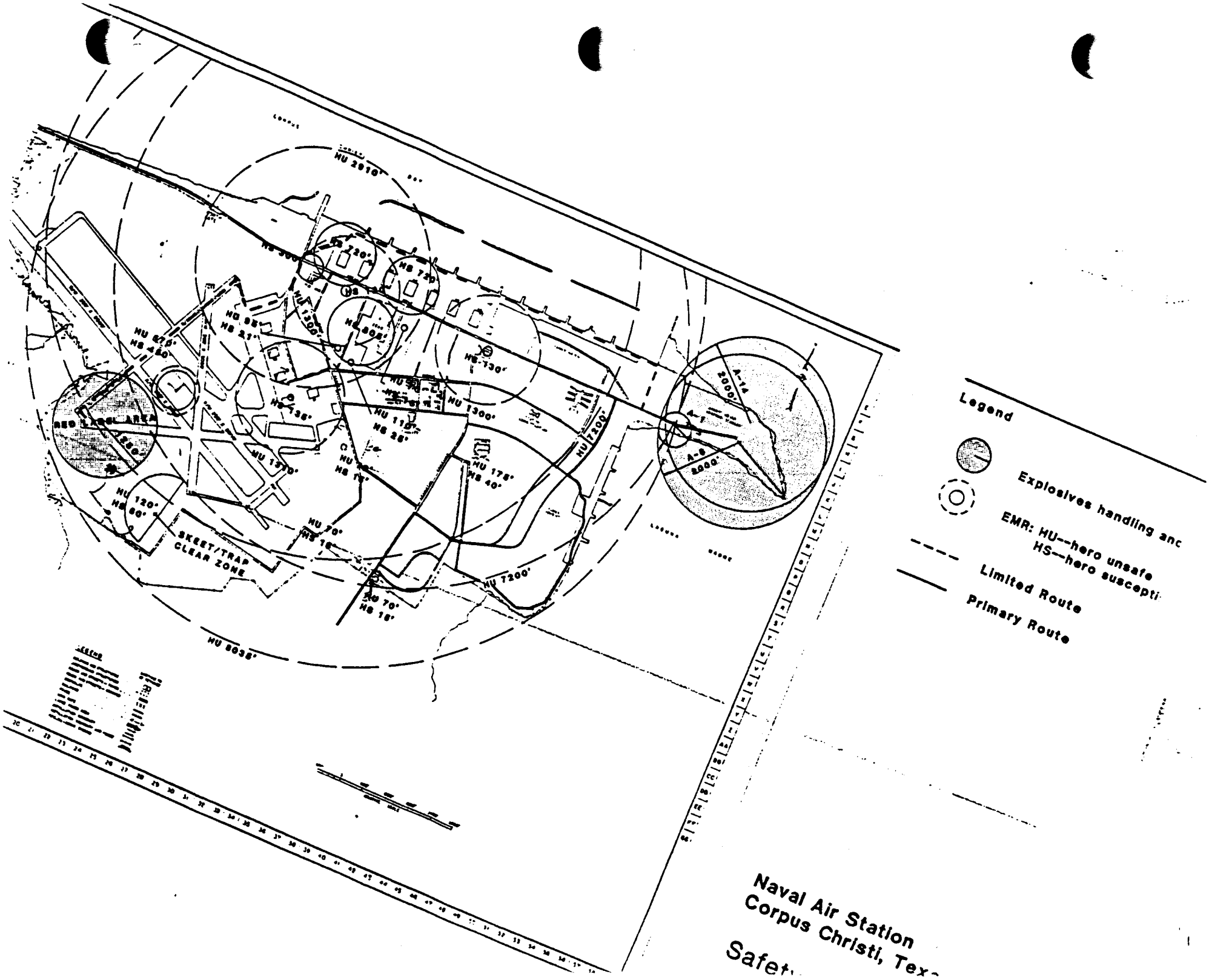
Legend

Primary Surface (1

Clear Zone

Naval Air Station
Corpus Christi, Texas

Airfield Safety Cor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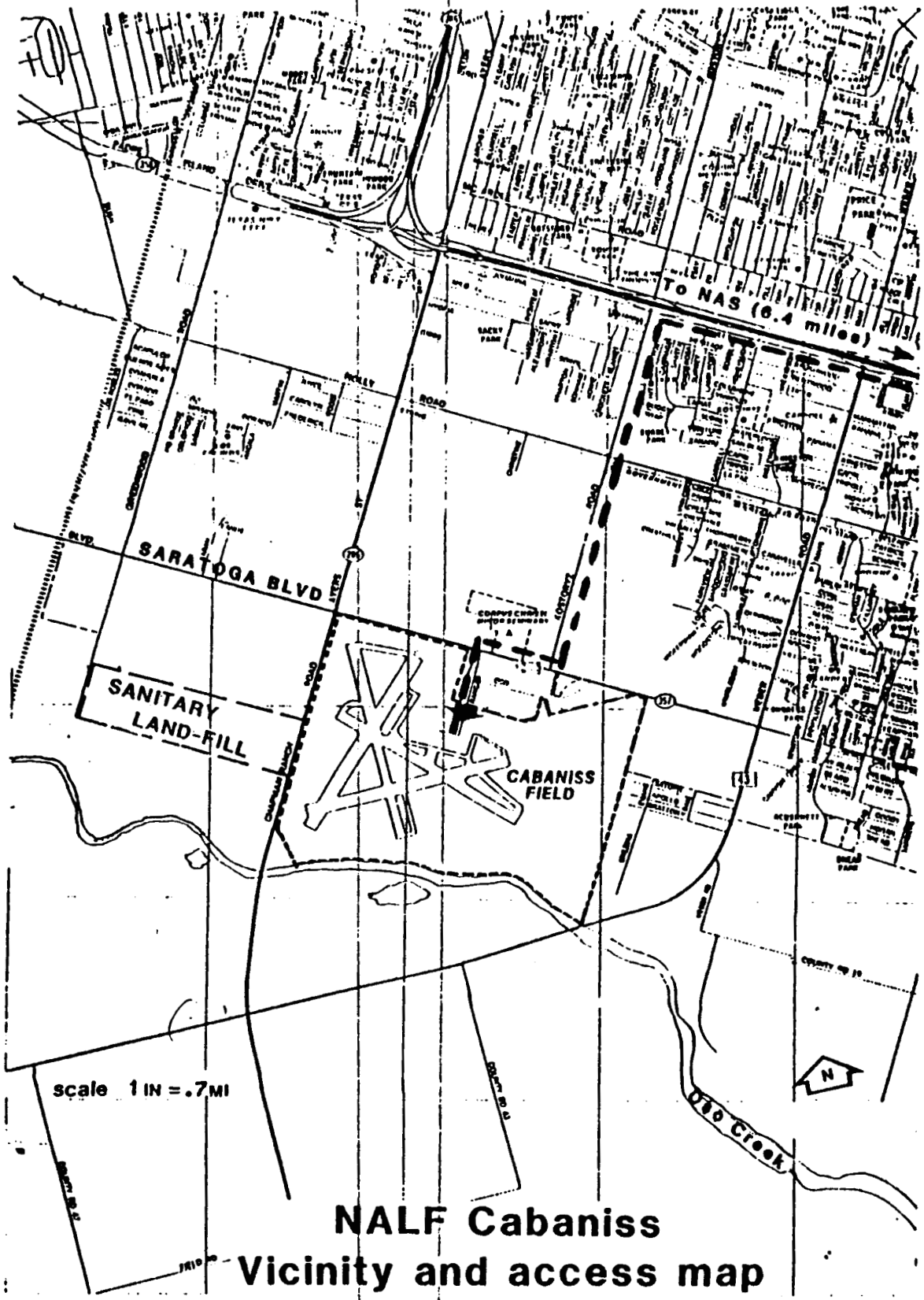
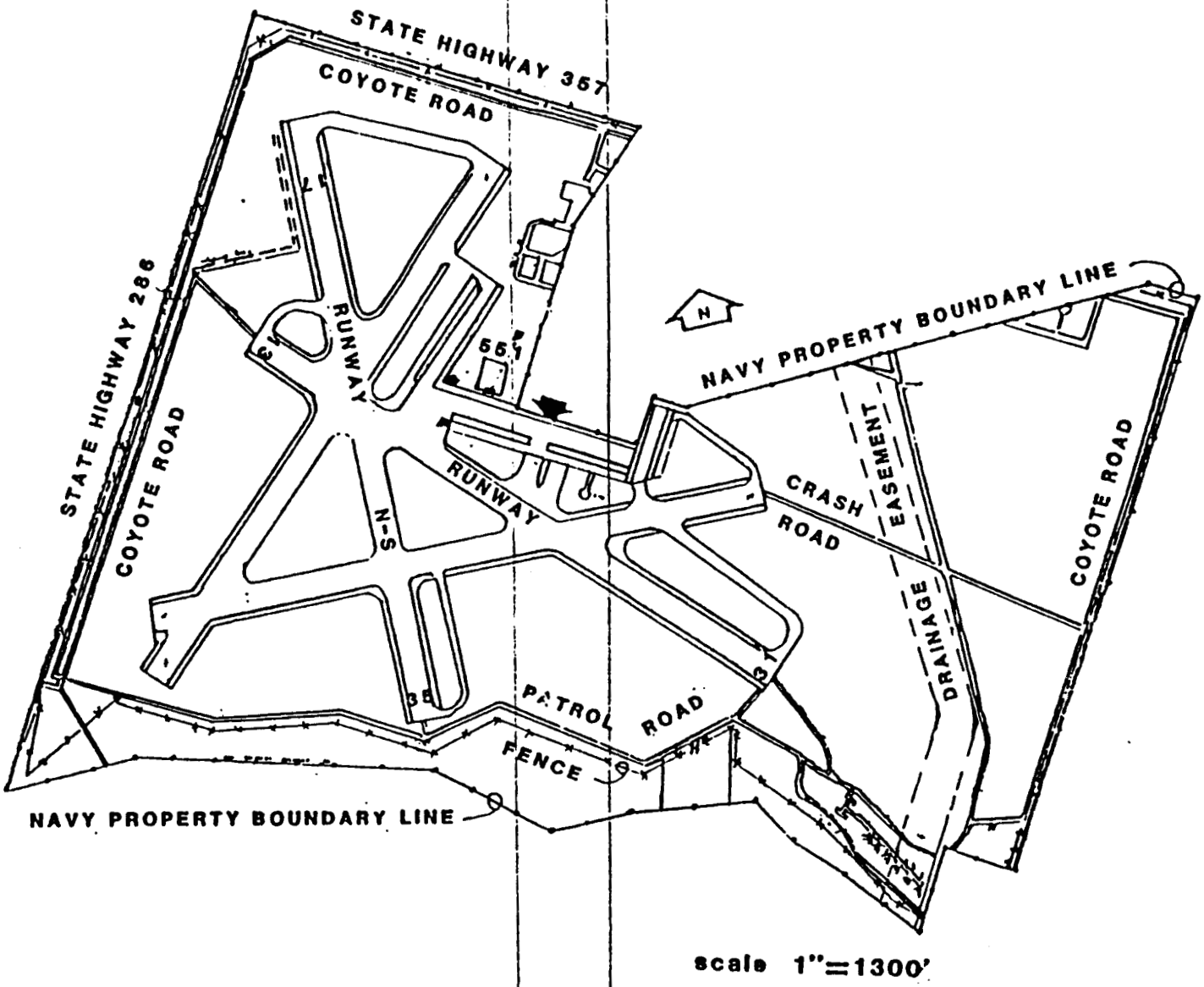
EMR: HU--hero unsafe
HS--hero susceptil
Limited Route
Primary Route
Naval Air Station
Corpus Christi, Tex
Safet
SKEET/TRAP
CLEAR ZONE
A-14
2000'
A-8
2000'
HU 2910'
HU 8038'
HU 7200'
HU 1300'
HU 1370'
HU 1120'
HU 1780'
HU 70'
HS 16'
HS 130'
HS 720'
HS 720'
HS 26'
HS 40'
HS 21'
HS 450'
HS 80'
HS 136'
HU 120'
HU 670'



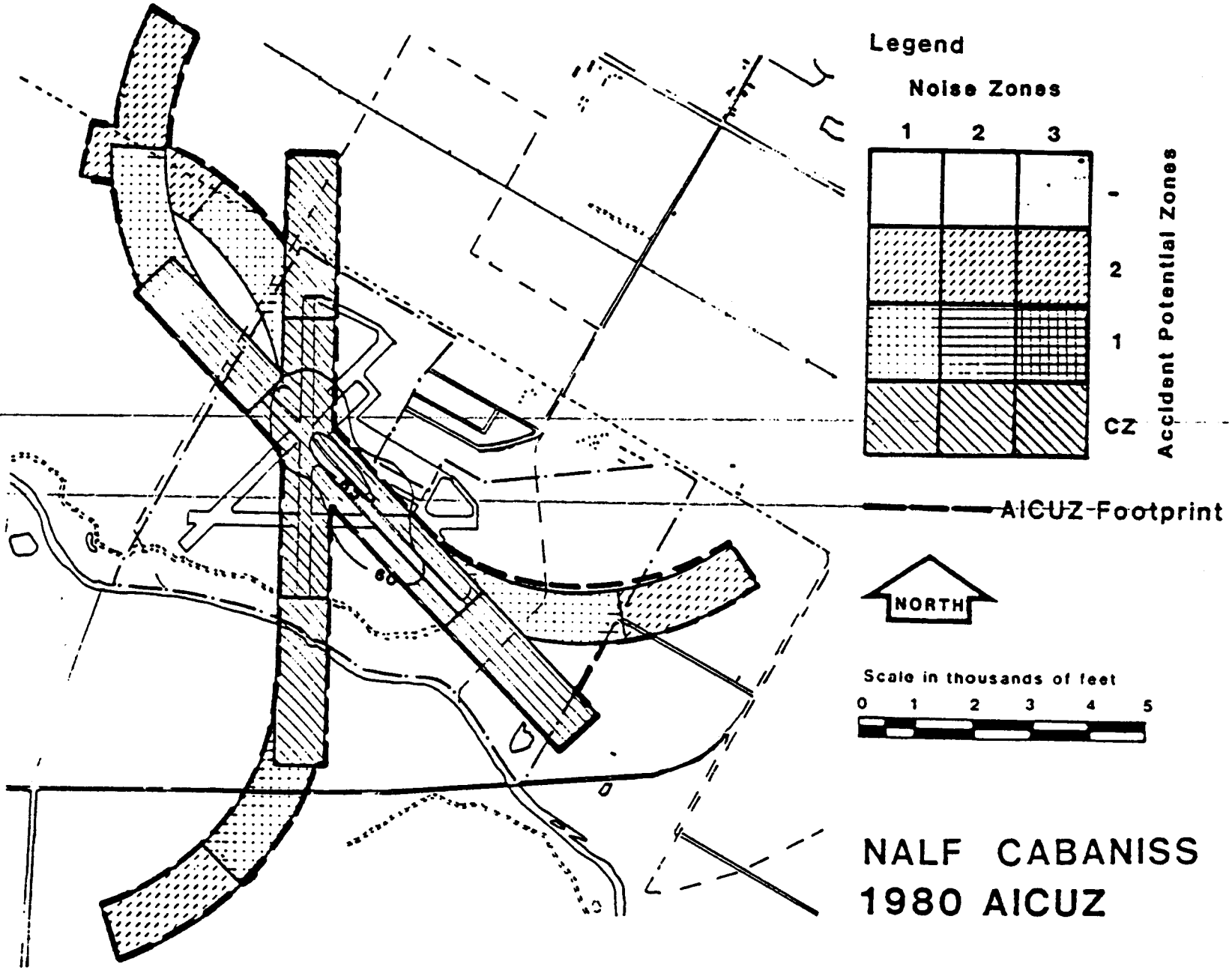
NALF Cabaniss
Vicinity and access map

figure VI-2



NALF CABANISS
Installation Map

figure VI-1


Legend
Noise Zones
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AICUZ-Footprint
NORTH
Scale in thousands of feet
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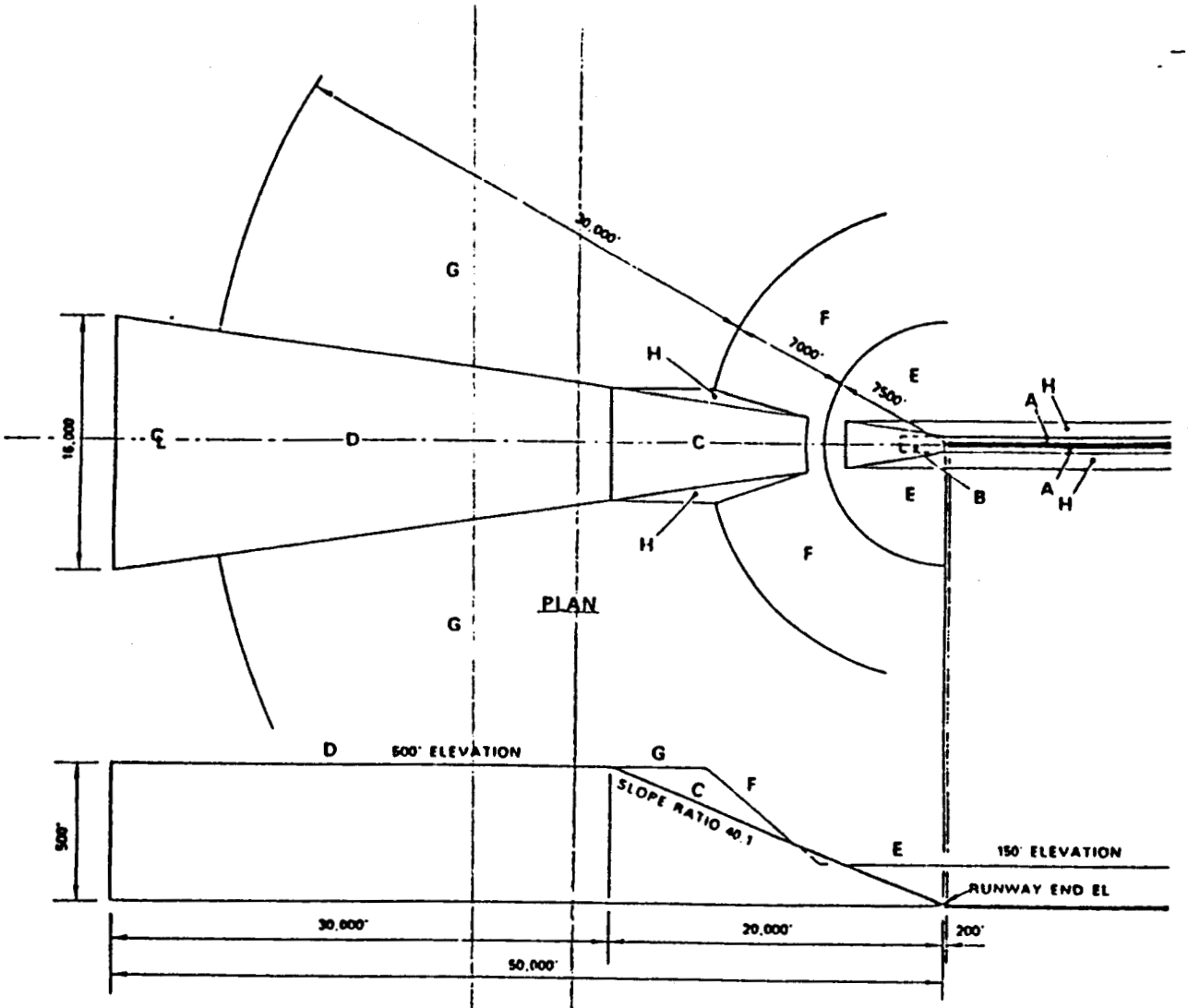
NALF CABANISS
1980 AICUZ

figure VI-6



LONGITUDINAL SECTION

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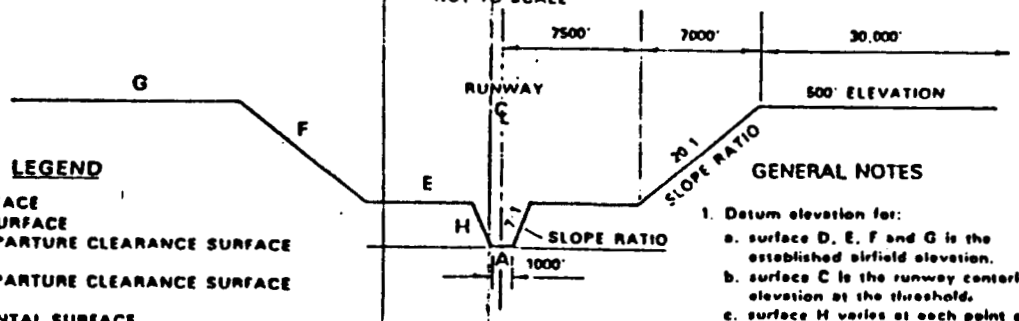


TRANSVERSE SECTION

NOT TO SCALE

LEGEND

- A PRIMARY SURFACE
- B CLEAR ZONE SURFACE
- C APPROACH-DEPARTURE CLEARANCE SURFACE (SLOPE)
- D APPROACH-DEPARTURE CLEARANCE SURFACE (HORIZONTAL)
- E INNER HORIZONTAL SURFACE
- F CONICAL SURFACE
- G OUTER HORIZONTAL SURFACE
- H TRANSITIONAL SURFACE

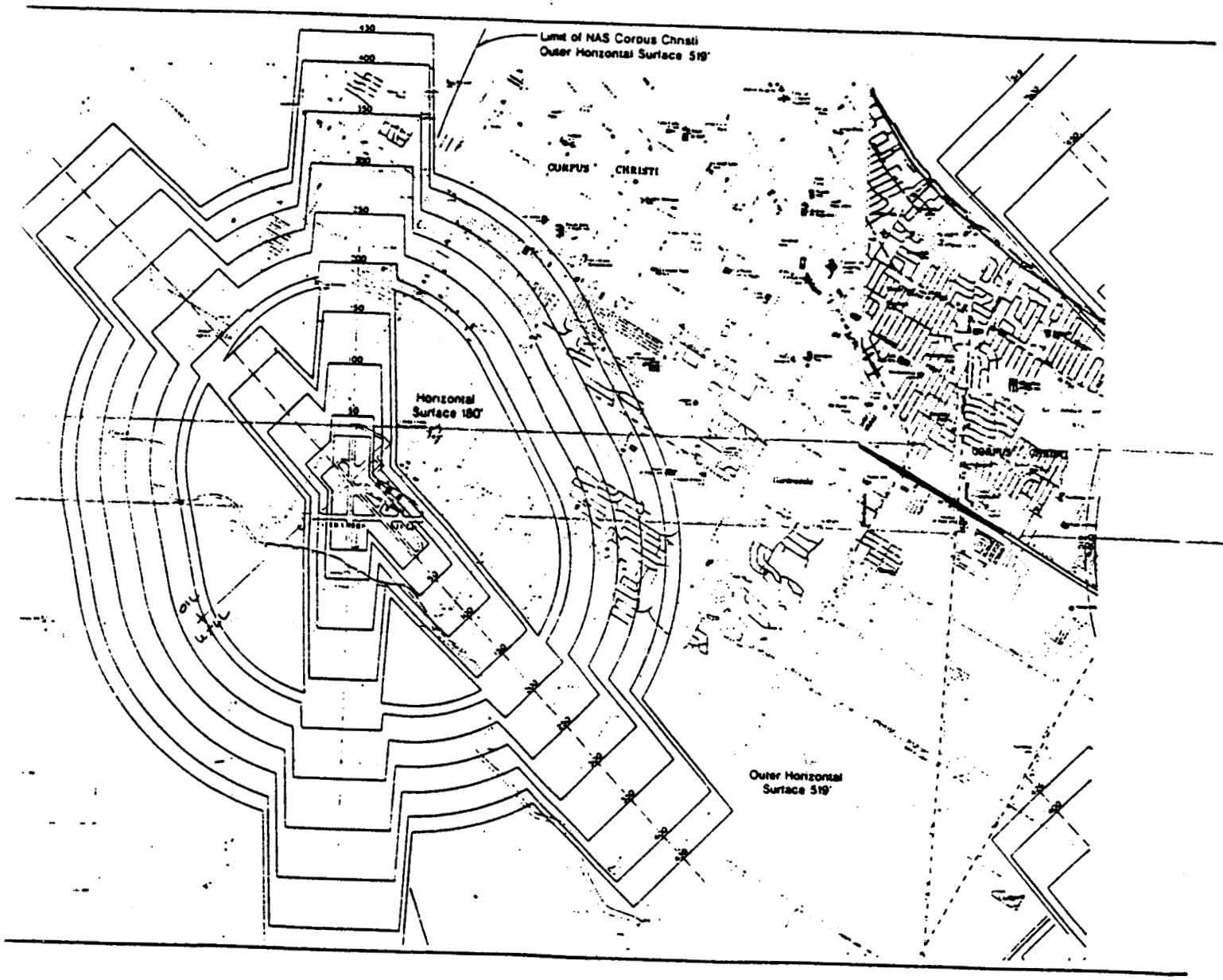
GENERAL NOTES

1. Datum elevation for:
   a. surface D, E, F and G is the established airfield elevation.
   b. surface C is the runway centerline elevation at the threshold.
   c. surface H varies at each point along the runway centerline.
2. The intersections shown on the plan are for the case of a level runway.

CLASS A RUNWAY-AIRSPACE (PLAN & SECTIONS)

Imaginary Surfaces

figure VI-7



NORTH

Scale in statute miles

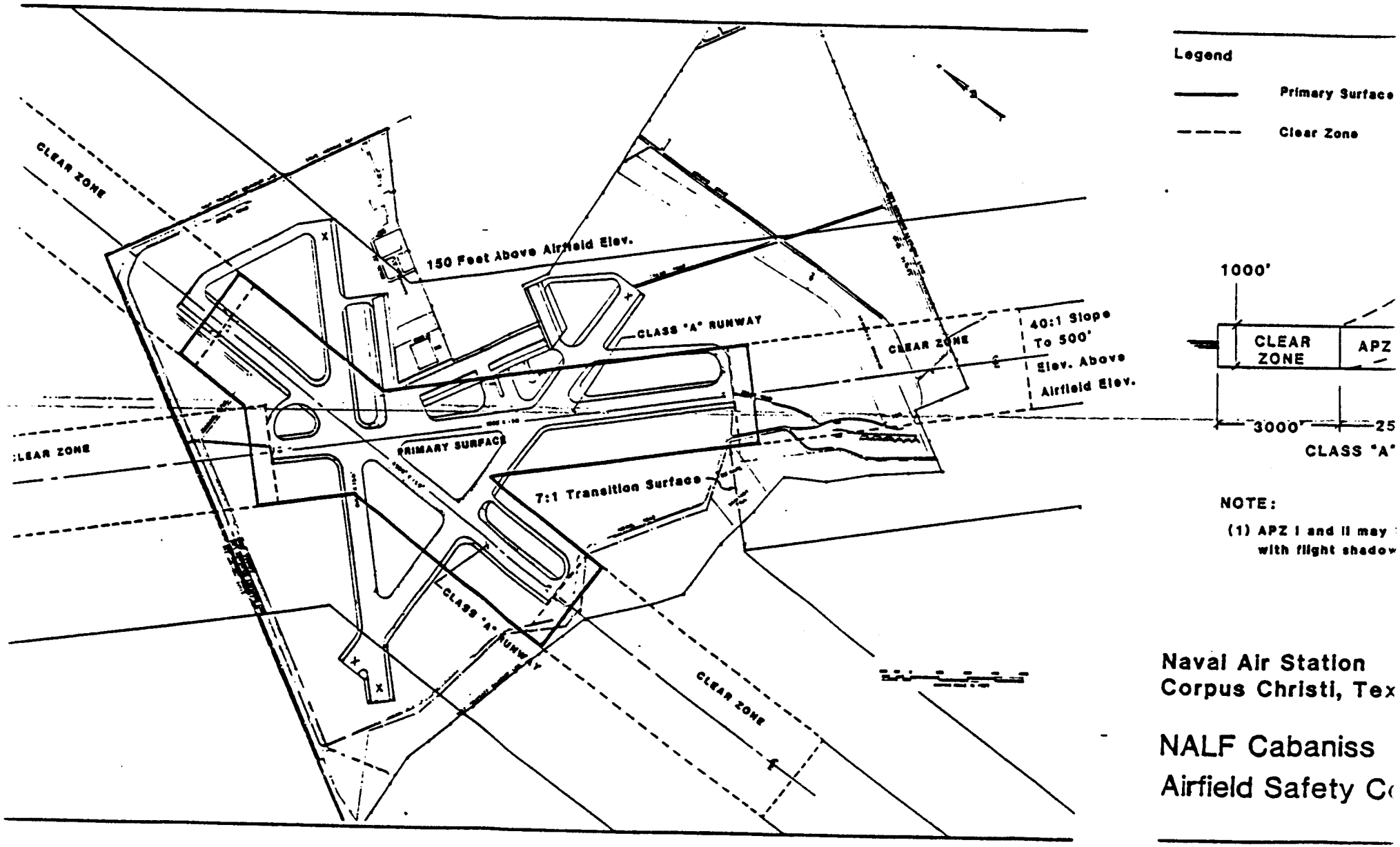
0 1/2 1 2

0 1 2 3

Scale in kilometers

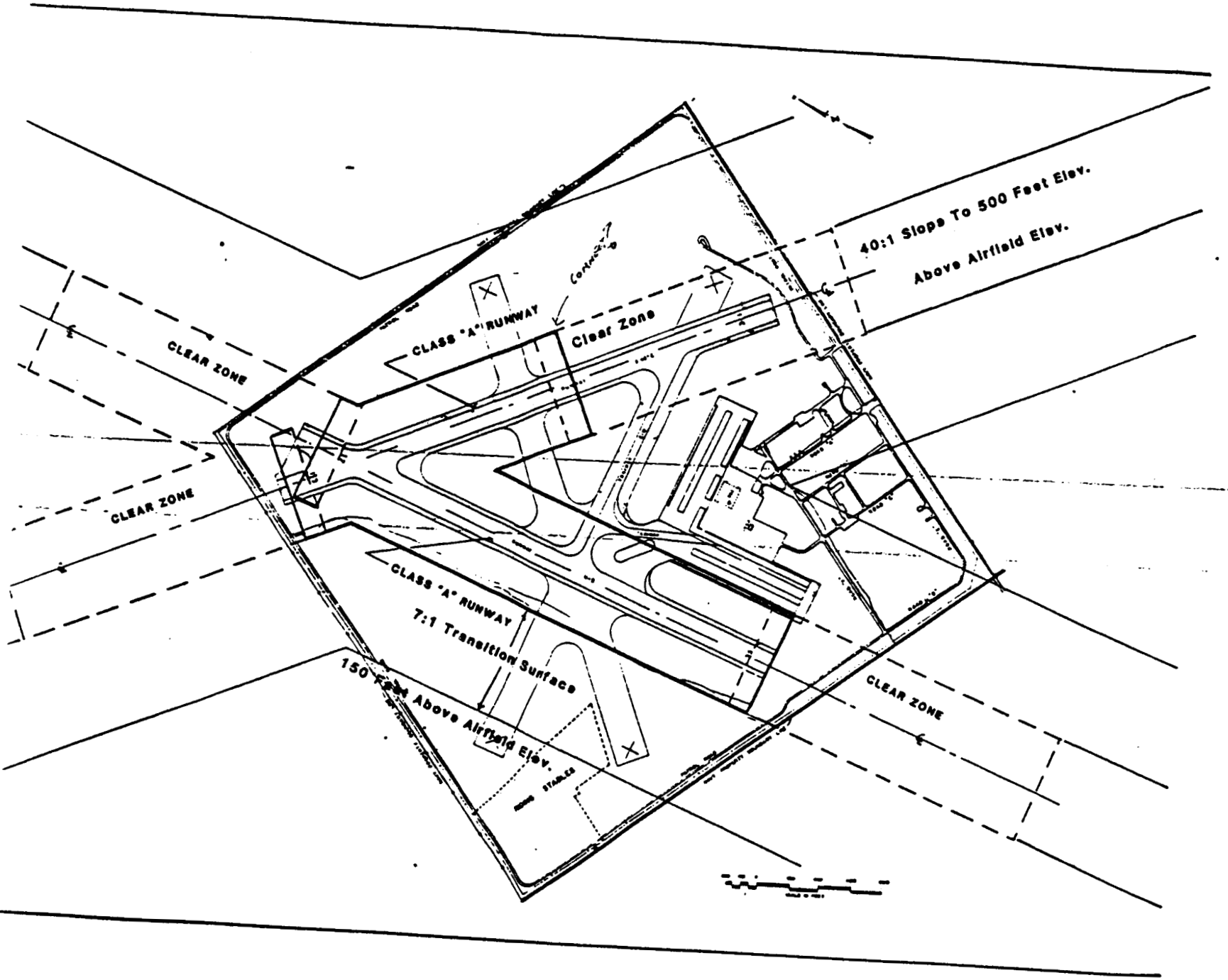
Naval Air Station
Corpus Christi, Texas

NALF Cabaniss
Imaginary surfaces



Naval Air Station
Corpus Christi, Tex

NALF Cabaniss
Airfield Safety C



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Clea

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CLEAR ZONE

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C

NOTE:

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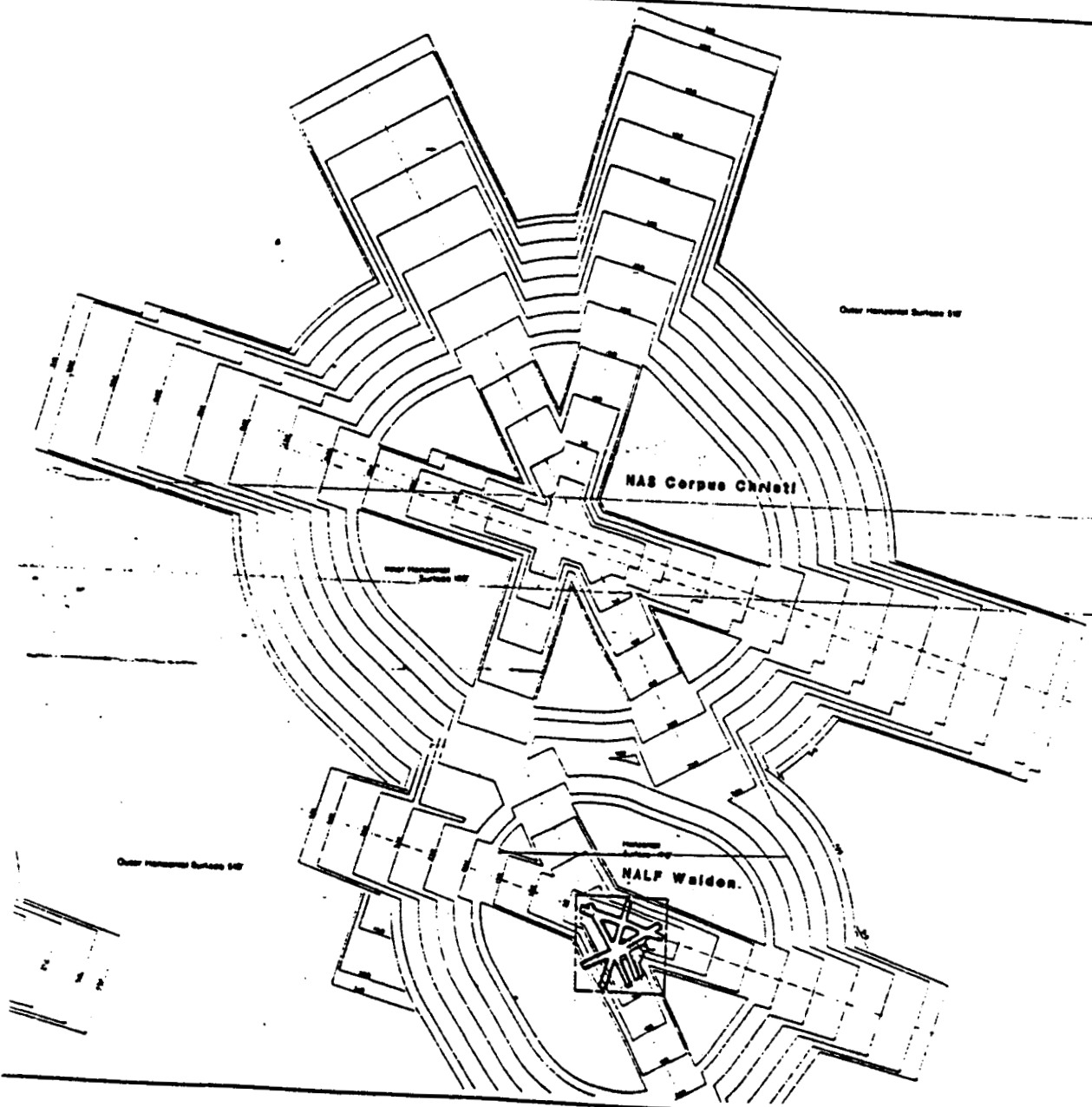
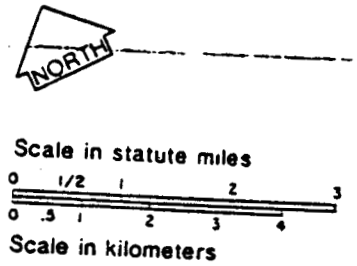
Naval Air Sta

Corpus Chris

NALF Wald

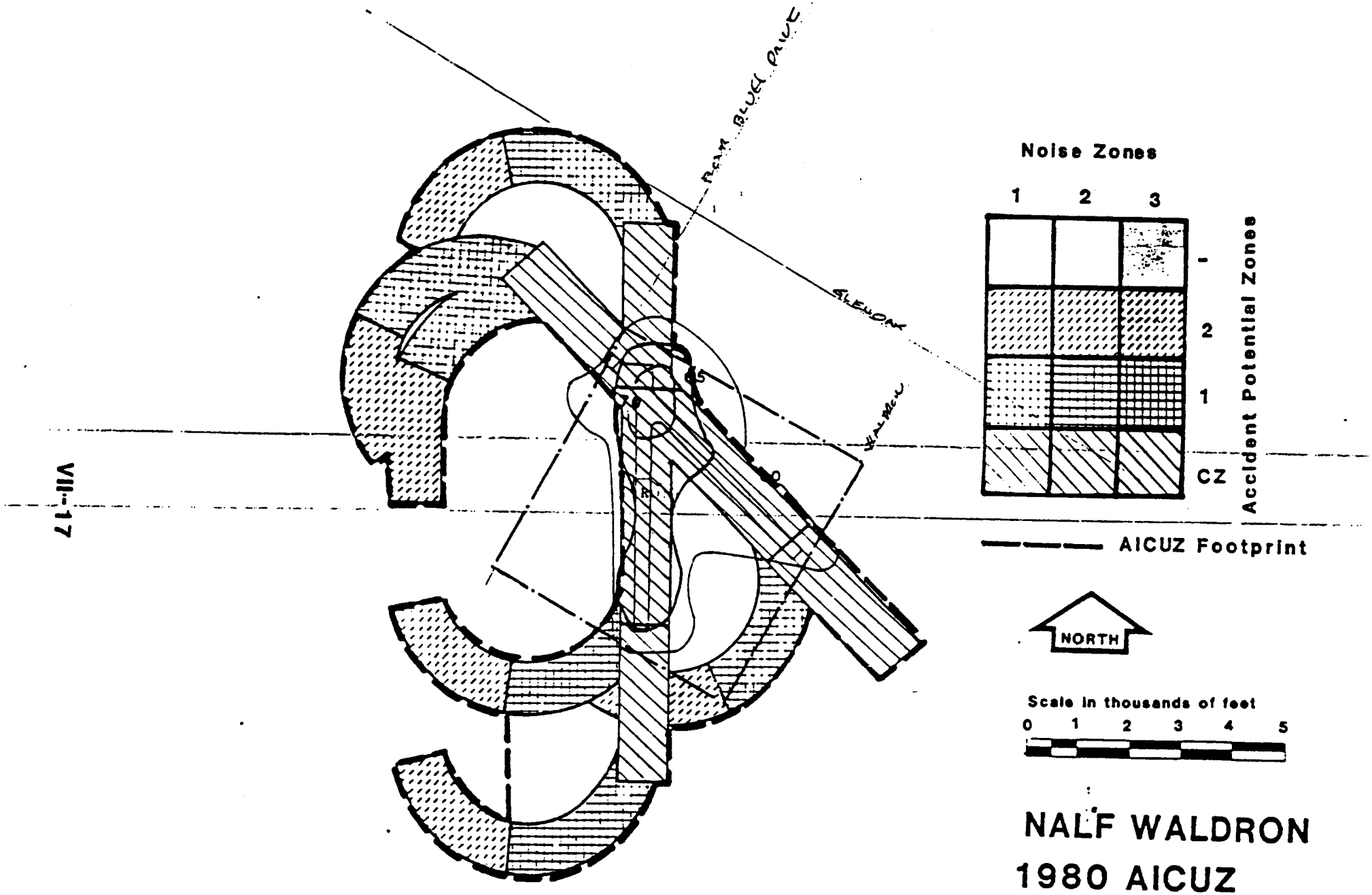
Airfield Saf





Naval Air Station
Corpus Christi, Texas

NALF Waldron
Imaginary surfaces


Noise Zones
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Accident Potential Zones
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CZ
AICUZ Footprint
NORTH
Scale in thousands of feet
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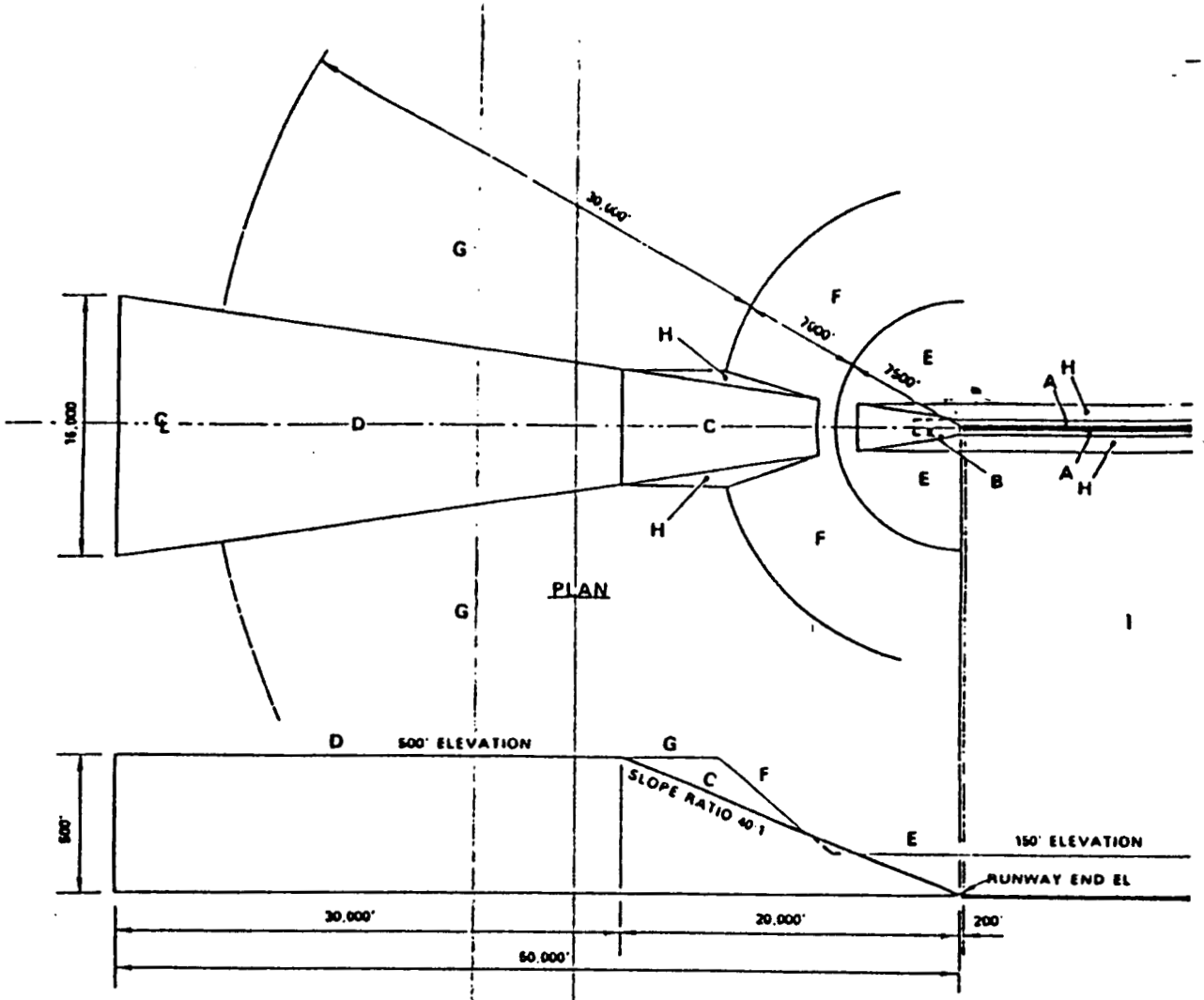
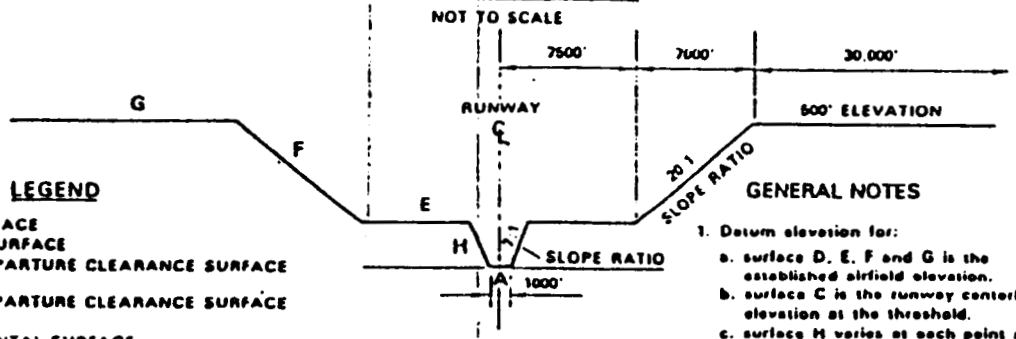
NALF WALDRON
1980 AICUZ

figure VII-5





LEGEND

- A PRIMARY SURFACE
- B CLEAR ZONE SURFACE
- C APPROACH-DEPARTURE CLEARANCE SURFACE (SLOPE)
- D APPROACH-DEPARTURE CLEARANCE SURFACE (HORIZONTAL)
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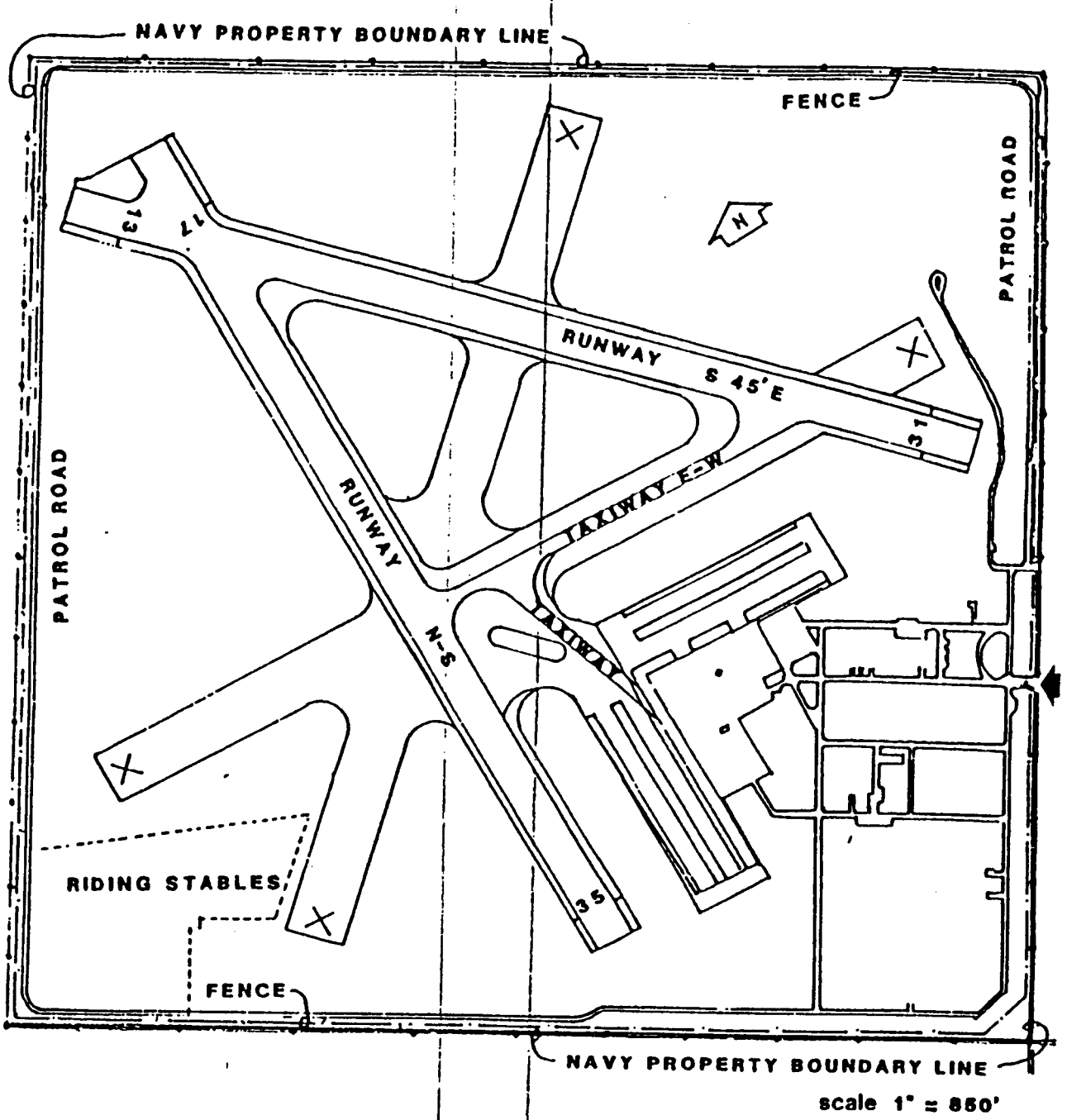
CLASS A RUNWAY-AIRSPACE (PLAN & SECTIONS)

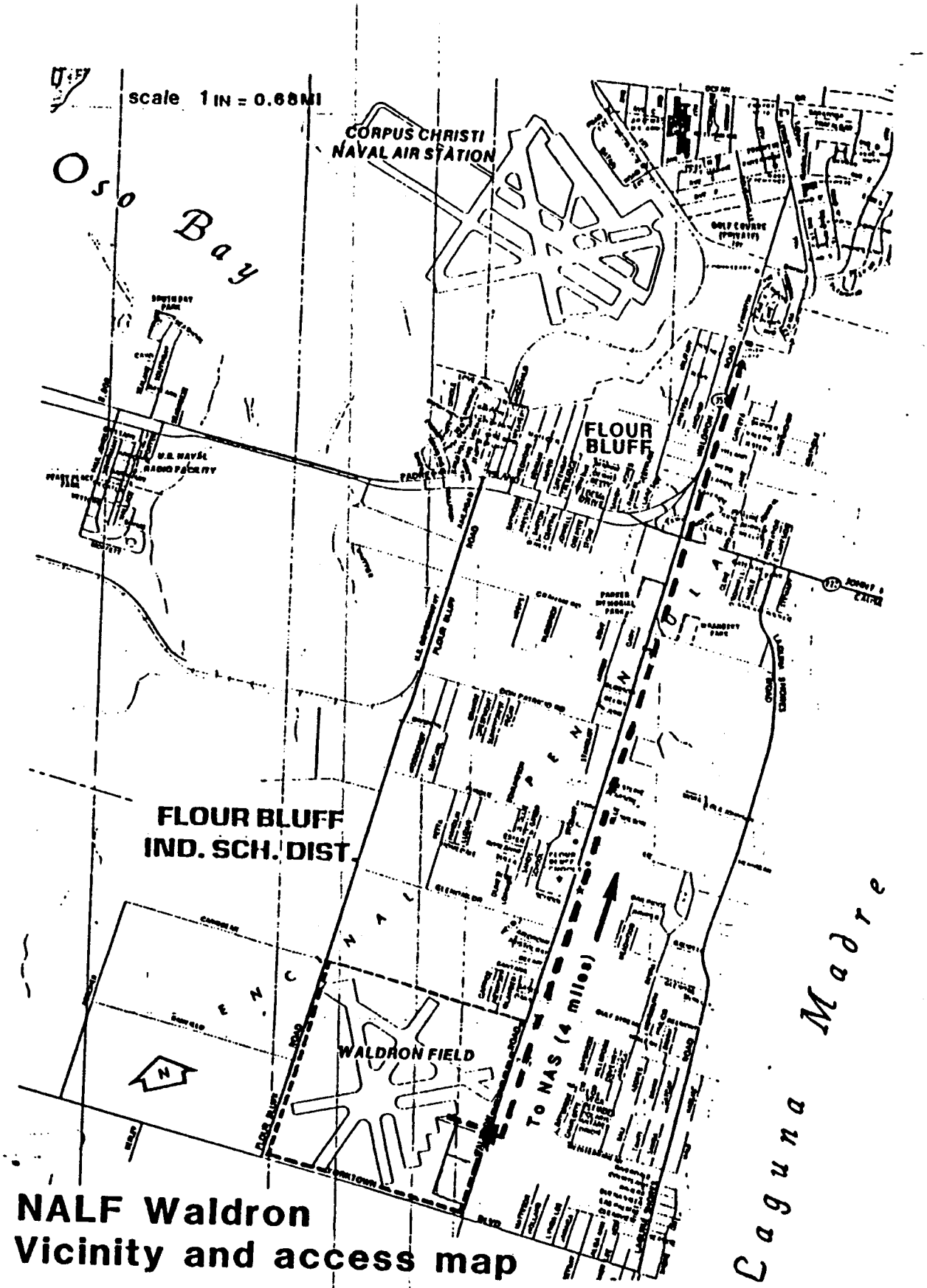
Imaginary Surfaces

figure VII-6



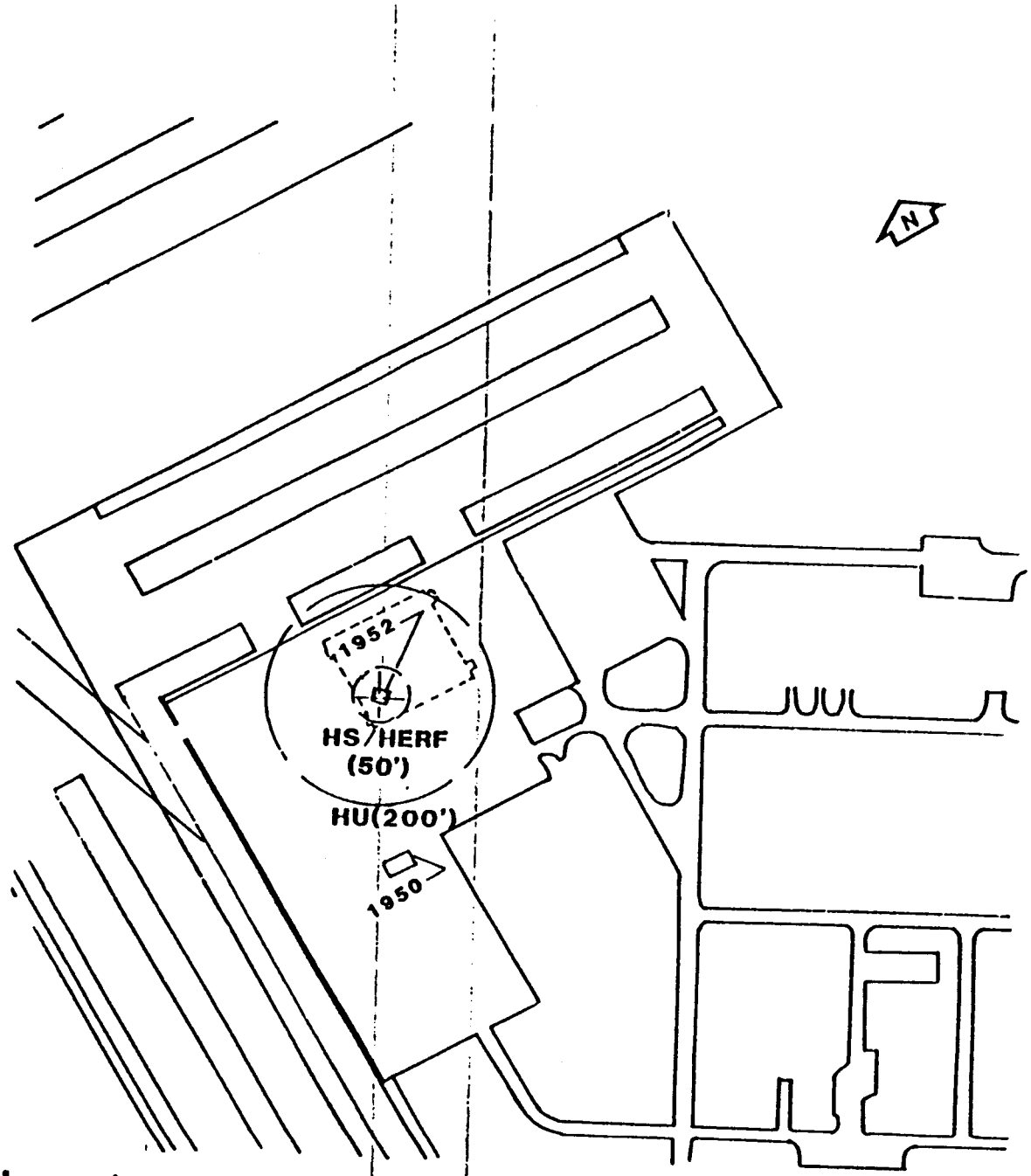
NALF WALDRON
Installation Map

figure VII-1



NALF Waldron
Vicinity and access map

figure VII-2



Legend

scale 1"=300'

EMR: HU--hero unsafe
HS--hero susceptible
HERF--hazards of EMR to fuel

NALF WALDRON
EMR Arcs

figure VII-4

FEATURES AND CAPABILITIES

D. ABILITY FOR EXPANSION.

RESTRICTED AREAS

ESQD	408.1 AC
HERO	431.0 AC
HERP	-0-
HERF	-0-
AICUZ	-0-

OTHER:

EASEMENTS	61.33 AC
WETLANDS	127 AC

NOTE:

CLEAR ZONES AT THE ENDS OF THE RUNWAYS (EMBEDDED IN OPERATIONAL AC's)	1032 AC

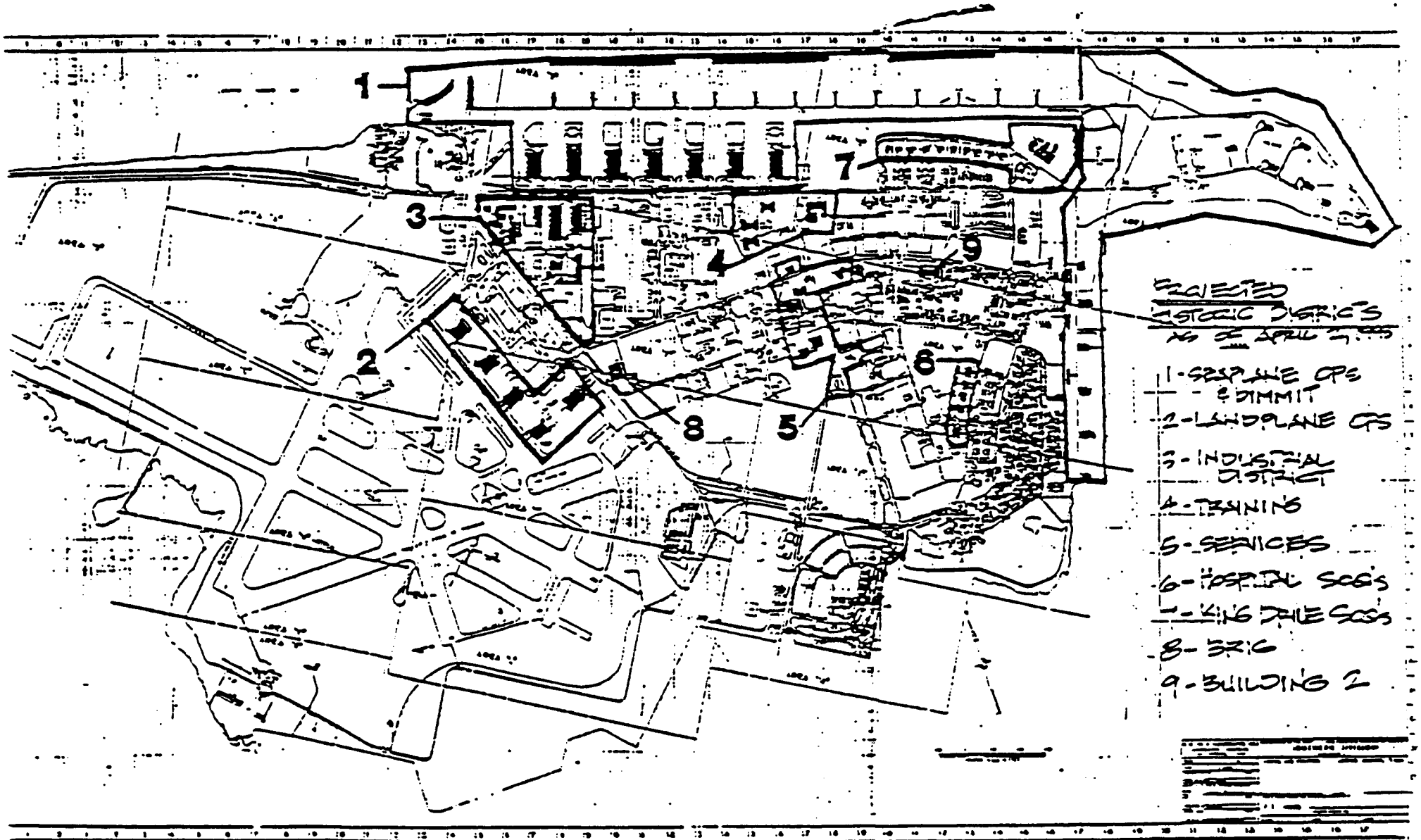
DATA CALL REBUTTAL COMMENTS

ENCROACHMENT CONCERNS:

Encroachment pressures are negligible because of the strong community support as evidenced of the cities rezoning to meet the Air Compatible Use Zone (AICUZ) requirements as much as possible, politically. During the 1986 to 1987 time period the Training Air Wing Four and Naval Air Station Corpus Christi (NASCORPCS) Commanders determined that the only developed land that needed to be acquired was the Nunnery off the end of Runway 17 / 35 as Runway 13 / 31's threshold was displaced by 750'. This action did not effect the Pilot Training Ratio (PTR) of NASCORPCS. Thus, we improved our relations with the civilian community and were able to purchase undeveloped land with limited funds. The currently growth pattern for the City of Corpus Christi, Texas tends to be to the South and West and has little impact on NASCORPCS and Naval Auxiliary Landing Field (NALF) Waldron. But, this growth pattern affects one of our outlying fields, NALF Cabaniss. This growth patterns encroachment has only one impediment to solving; money. There are two remaining MILCON Projects at NASCORPCS; P-286 and P-311 totaling 9.3 million dollars.

NASCORPCS received a copy of the Corpus Christi State University (CCSU) Master Plan in October 1992. We have not had time to review and analyze the problems this plan will present for Runways 31L / 13R and 31R / 13L landing zones and their AICUZ and Noise areas. We have suggested to the City of Corpus Christi that they set a zoning height ordnance of 70' Mean Sea Level (MSL) elevation. When the U. S. Navy turned over the land to CCSU they placed a height restriction of 135 MSL elevation within the deed. This information was FAXed to NAVFAC and we are awaiting their input and suggested actions. Note: The City of Corpus Christi, Texas is in full agreement with the 70' MSL Elevation. The Major problem will be enforcing a City Code on a State Agency who has a deed from a Federal Agency stating other wise.

4A SRPC - DRAFT HISTORIC DISTRICTS PROJECTED IN EFFECT FY 94



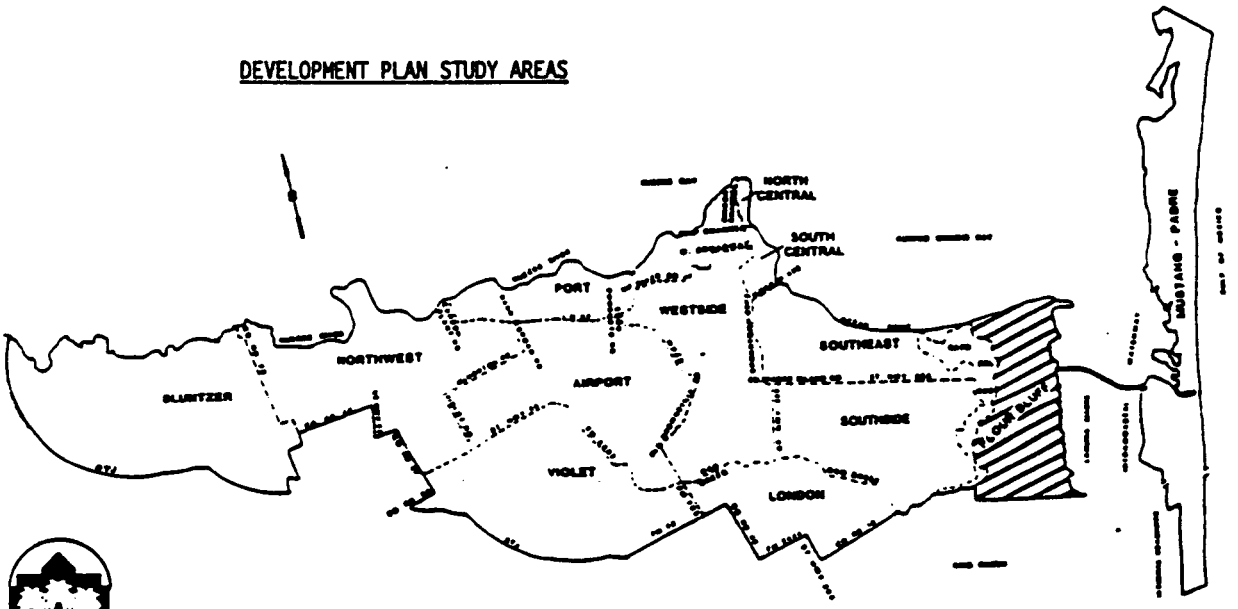
PROJECTED HISTORIC DISTRICTS ■ = STRUCTURE TO BE NOMINATED AS ELIGIBLE TO THE NATIONAL HISTORIC REGISTER

- ALL STRUCTURES ON BASE PRIOR TO 1947 MUST BE REVIEWED BY STATE UNTIL FORMAL AGREEMENTS ARE SIGNED (FY 94). IE. ANY PROJECT CONCERNING THESE STRUCTURES MUST GO THROUGH REVIEW UNTIL FURTHER NOTICE.
- BUILDINGS FALLING WITHIN HISTORIC DISTRICTS ARE SUBJECT TO REVIEW THOUGH ALL MAY NOT BE ELIGIBLE (= ■) *REGARDLESS OF DATE OF CONSTRUCTION. LARGE PROJECTS ADJACENT TO DISTRICTS ARE SUBJECT TO REVIEW.
- REVIEW CAN BE INITIATED IN EARLY PLANNING STAGES WHEN SCOPE OF WORK IS KNOWN. X-159 ext. 160 J. HAWKEN

FLOUR BLUFF
AREA DEVELOPMENT PLAN

ADOPTED
AUGUST 31, 1993

DEVELOPMENT PLAN STUDY AREAS



CITY OF CORPUS CHRISTI PLANNING AND DEVELOPMENT DEPARTMENT

WC

Attachment 2

FLOUR BLUFF AREA DEVELOPMENT PLAN

An Element of the Comprehensive Plan

The City Planning Commission conducted 10 public meetings, including 4 public hearings, between December 1992 and July 1993 regarding the draft Flour Bluff Area Development Plan. The four public hearings were conducted on January 20th, January 27th, February 24th and March 10th, 1993. The Plan was recommended by the City Planning Commission on July 14, 1993, for City Council adoption. On August 31, 1993, after conducting a public hearing and on 2nd reading, the City Council adopted the Flour Bluff Area Development Plan.

Preparation of this document was financed in part by a Community Development Block Grant from the Department of Housing and Urban Development and a Metropolitan Planning Organization Grant from the Federal Highway Administration.

City of Corpus Christi
Department of Planning and Development

AN ORDINANCE

ADOPTING THE FLOUR BLUFF AREA DEVELOPMENT PLAN AS AN ELEMENT OF THE CITY OF CORPUS CHRISTI COMPREHENSIVE PLAN; AND ESTABLISHING THE CITY OF CORPUS CHRISTI'S, DEVELOPMENT OBJECTIVES, POLICIES, AND PROGRAMS FOR THE FLOUR BLUFF AREA.

WHEREAS, the Planning Commission has forwarded to the City Council its report and recommendations concerning adopting the Flour Bluff Area Development Plan as an element of the City of Corpus Christi Comprehensive Plan;

WHEREAS, in accordance with proper notice to the public, a public hearing was held on Wednesday, March 10, 1993, during a meeting of the Planning Commission and on Tuesday, August 31, 1993, during a meeting of the City Council, in the Council Chambers at City Hall in the City of Corpus Christi allowing all interested persons to appear and be heard; and

WHEREAS, the City Council has determined that the hereinafter set forth adoption would best serve public health, necessity and convenience and the general welfare of the City of Corpus Christi and its citizens.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CORPUS CHRISTI, TEXAS:

SECTION 1. That the Comprehensive Plan of the City of Corpus Christi, Texas, is amended by making the change hereinafter set out.

SECTION 2. That there is hereby approved and adopted as a portion of the Comprehensive Plan for the City of Corpus Christi the Flour Bluff Area Development Plan, substantial copy of which is attached hereto and made a part hereof for all purposes, marked Exhibit A.

SECTION 3. That the Flour Bluff Area Development Plan hereby establishes the City of Corpus Christi's policies for growth, development, and aesthetics for the area described by said plan, a portion of the master and general plan of the City.

SECTION 4. That all ordinances or parts of ordinances in conflict herewith are hereby expressly repealed.

SECTION 5. If for any reason any section, paragraph, subdivision, clause, phrase, word or provision of this ordinance shall be held invalid or unconstitutional by final judgment of clause, phrase, word or provision of this ordinance for it is the definite intent of this City Council that every section, paragraph, subdivision, clause, phrase, word or

provision hereof be given full force and effect for its purpose.

SECTION 6. Publication shall be made one time in the official publication of the City of Corpus Christi by publishing the caption stating in substance the purpose of the ordinance, this ordinance to become effective upon such publication.

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B. LAND USE 10

C. TRANSPORTATION 21

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- STORMWATER 27
- WASTEWATER 28
- PARKS & RECREATION 28
- LIBRARY SYSTEM 30
- COMMUNITY DEVELOPMENT 31
- CAPITAL IMPROVEMENTS 32

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FLOUR BLUFF AREA DEVELOPMENT PLAN

INTRODUCTION

The Comprehensive Plan is mandated by the City Charter. It requires the City Council to *"...establish comprehensive planning as a continuous governmental function in order to guide, regulate, and manage future development..."* and, that *"all city improvements, ordinances, and regulations shall be consistent with the comprehensive plan."*

The Comprehensive Plan is a product of various plan titles such as Policy Statements, Area Development Plans, Capital Improvement Programs, and Master Utility Plans. The comprehensive planning process is a means for citizens and community leaders to guide community development. The Comprehensive Plan, by definition, is *general, long range, and broad in scope.* To help form the Comprehensive Plan, City Council divided the city and its environs into 13 Area Development Plan (ADP) study areas.

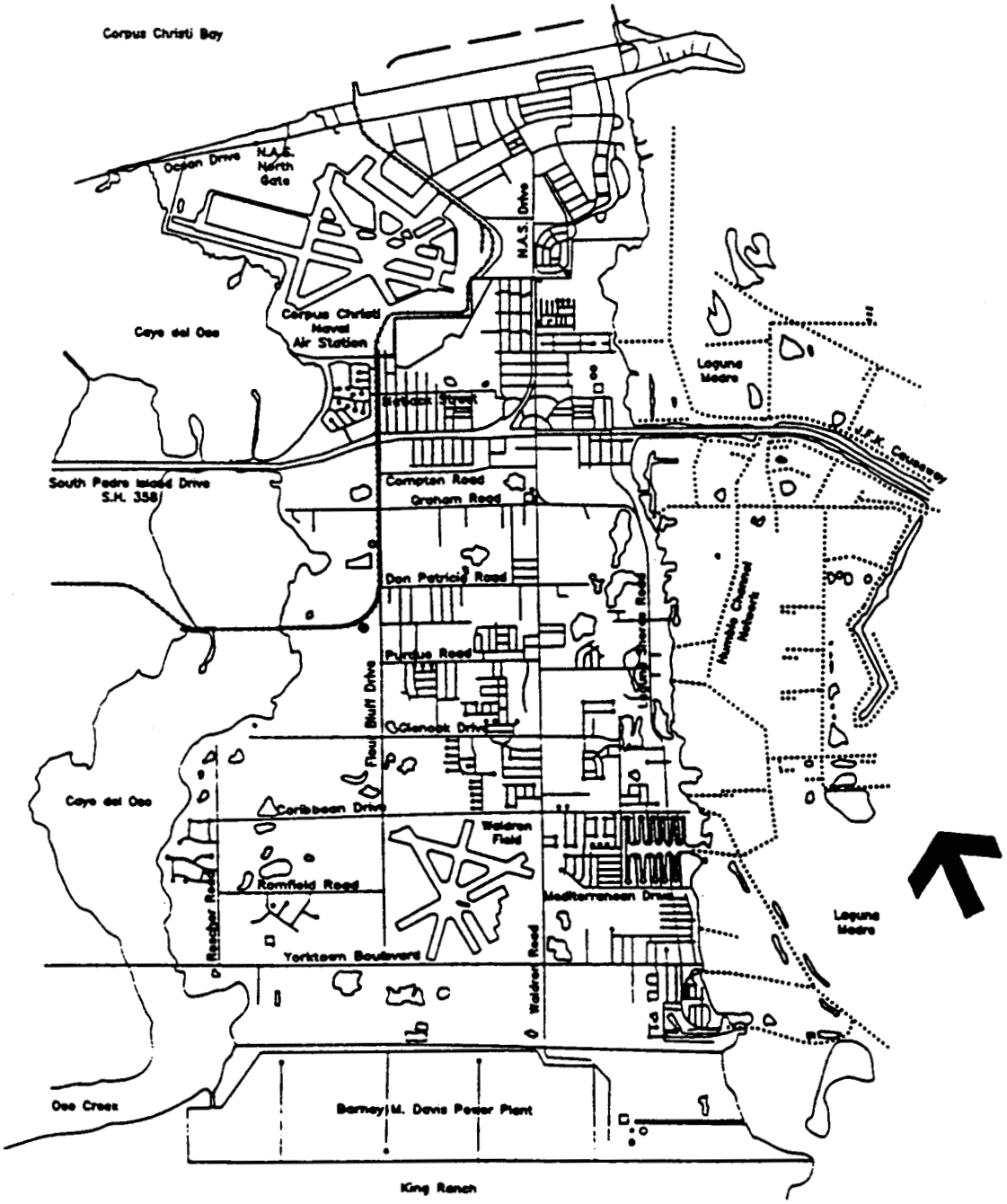
Development plans for these areas help resolve basic land use issues such as zoning and platting of properties, allocation of public services and facilities contained in the Capital Improvement Programs, and other area specific issues. In many cases, follow-up programs are needed to implement the many policies in the Plan. Implementation of these plans will help assure the most appropriate land development and provision of public services.

Coordination of the Capital Improvement Plan, various Area Development Plans, and day-to-day actions of line agencies responsible for implementing the Comprehensive Plan, will result in more cost effective development and tax dollar savings.

The Flour Bluff Development Plan Area (Figure 1 - Flour Bluff Area) is bounded by the Cayo del Oso on the west, Corpus Christi Bay on the north, Laguna Madre on the east, and the King Ranch on the south. On the north end of the peninsula is the Naval Air Station (NAS) and Corpus Christi Army Depot (CCAD) which are landmarks for the area. The Barney Davis power plant and cooling reservoirs are located next to the King Ranch at the southern end of the study area. In addition Flour Bluff is characterized by a natural abundance woodlands and brushlands, wetlands, and existing large lot development. When adopted this plan will supersede the 1982 Flour Bluff plan.

This plan is similar to the 1982 Flour Bluff Plan as both plans place a high priority on striking a balance between the desires of private property owners and achieving long term community goals, and objectives. Perhaps foremost among these compromises is to accommodate continued operation of the Naval Air Station while leaving reasonable development choices for the private property owner. This plan stresses the need to gradually move toward land uses which meet the Navy's guidelines for uses adjacent to it's airfields. A significant difference between this plan and previous plans is the more comprehensive scope and the greater detail provided in many of the recommendations, concerning parks, branch libraries, the road system etc.

FIGURE 1 *FLOUR BLUFF AREA*



The ADP incudes an Inventory and Analysis Report which describes existing conditions and background information. The Inventory and Analysis Report is available upon request from the Planning and Development Department.

PLAN GOALS AND OBJECTIVES

The guiding goals and objectives for the entire City and Extraterritorial Jurisdiction (ETJ), including the Flour Bluff Area, are contained in the Policy Statements adopted by the City Council in 1987.

The policies encompassed by this Plan address not only current issues, but needs that the City and Flour Bluff residents, property owners, and businesses perceive will become pressing in future years. Recognizing that not all suggested implementations will take place immediately, it is important to foresee and note problems and opportunities, and develop a long term strategy to address them.

The specific goals of the Flour Bluff Area Development Plan are to:

○ **a. Encourage or require responsible growth that will preserve the existing natural environment.** The environment in Flour Bluff is unique to Corpus Christi. Awareness of the value of wetlands as a natural resource and as retention ponds, and woodlands and brushlands for habitat are needed to avoid destruction of these important resources.

○ **b. Encourage sensible and appropriate development adjacent to Naval Air Station facilities.** The presence of the Naval Air Station is important to the economy of Corpus Christi and every effort should be made to encourage their continued operation.

○ **c. Creation of a clean, litter free environment with adequate public services.** Illegal dumping is a major concern on Flour Bluff, which effects the quality of life in the area.

Principal objectives:

○ **a. Protect the unique development pattern and environmental resources of the area. Objectives include:**

- ▸ Protect the Cayo del Oso and Laguna Madre.
- ▸ Continue large lot development in the southwest quadrant to maintain the distinct atmosphere established by existing development and use.
- ▸ Protect the environment through preservation and enhancement of environmentally sensitive areas.
- ▸ Create a zoning district which will protect environmentally sensitive areas.
- ▸ Preserve and enhance public access and recreational opportunities along the Laguna Madre and Cayo del Oso.

○ **b. Maintain the integrity of the Naval Air Station. This can be done by:**

- ▸ Creating zoning regulations which only allow densities and uses that are compatible in Naval Air Station Air Installation Compatible Use Zone areas.

○ **c. Propose appropriate land uses and a compatible transportation network to serve future land uses.**

o **d. Facilitate infrastructure planning through a reasonable estimate of future land use and densities.**

o **e. Use Community Development Block Grant loan programs and funds to rehabilitate neighborhoods.**

o **f. Organize vehicular movement through the area, establishing gateways/entrances, pedestrian and vehicular pathways as practical.**

o **g. Revitalize deteriorated housing and promote new residential development consistent with the Comprehensive Plan and not in conflict with infrastructure availability, Air Installation Compatible Use Zones, flood plains or other factors.**

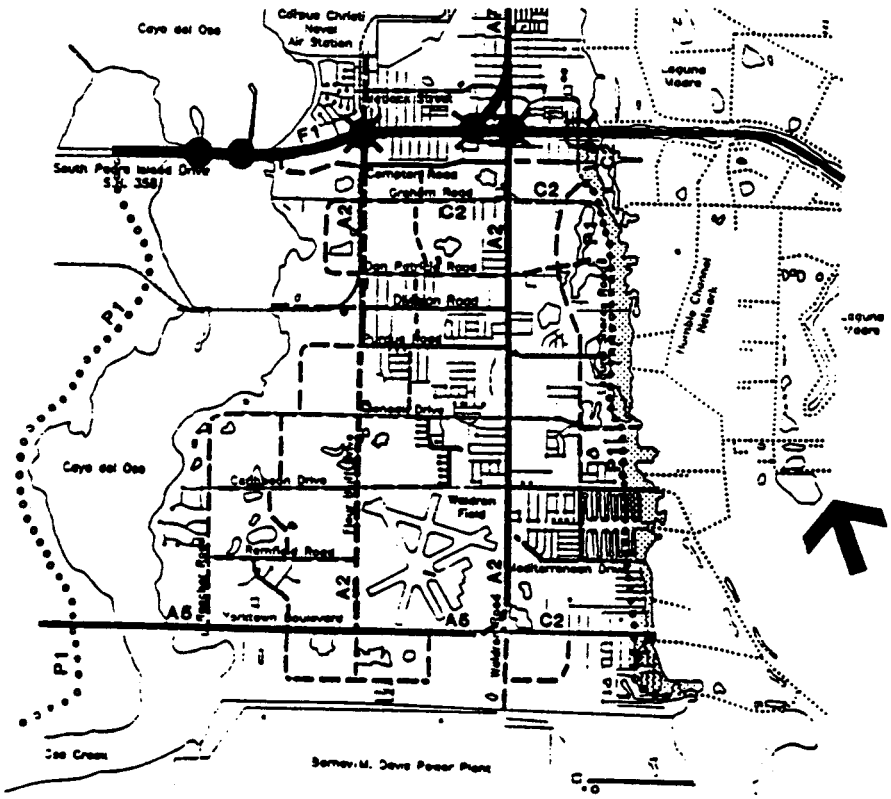
A. ENVIRONMENT

POLICY STATEMENT A.1

To protect the sensitive shoreline environment of the Laguna Madre by creating an overlay zoning district between the shoreline and Laguna Shores Road. (see Figure 2). Creation of an overlay zoning district with site plan review would accomplish the following objectives:

- a. Protect environmentally sensitive lands.
- b. Ensure the best use of private and public open spaces.
- c. Establish design control for shoreline areas, i.e. signage, landscaping, etc.
- d. Protect water quality in the Laguna Madre in keeping with National Pollutant Discharge Elimination System (NPDES) mandates.
- e. Preservation of views from public rights-of-way to public bodies of water.

FIGURE 2 LAGUNA SHORES OVERLAY AREA



Laguna Shores Overlay Zone

POLICY STATEMENT A.2

The City should designate the Cayo Del Oso basin as a wildlife area between Ocean Drive and Weber Street. Power/motorized boating should be prohibited in this area.

POLICY STATEMENT A.3

The City should continue to work with State and Federal agencies to balance protection of the environment with the development needs of the community. This is especially important in Flour Bluff where many public and privately owned lands contribute to the Bay area and coastal ecosystem.

POLICY STATEMENT A.4

All public and private construction should be in accordance with Federal Emergency Management Agency (FEMA) standards. Compliance with these standards will ensure continued availability of flood insurance to the community through the National Flood Insurance Program. Public and private construction should be in accordance with State and Federal programs (e.g. Environmental Protection Agency, Army Corps of Engineers).

POLICY STATEMENT A.5

The City will continue to work with the Texas Water Commission to address the discharge of wastes in the City's stormwater system by residential, commercial and industrial uses. The City should initiate a program to increase public awareness of the need to protect water quality by properly disposing of wastes.

POLICY STATEMENT A.6

The City encourages the use of drainage channels as a land use separator between residential and non-residential uses. Use of drainage facilities to separate land uses helps to create a definite edge to a neighborhood and prevent encroachment of non-residential activities.

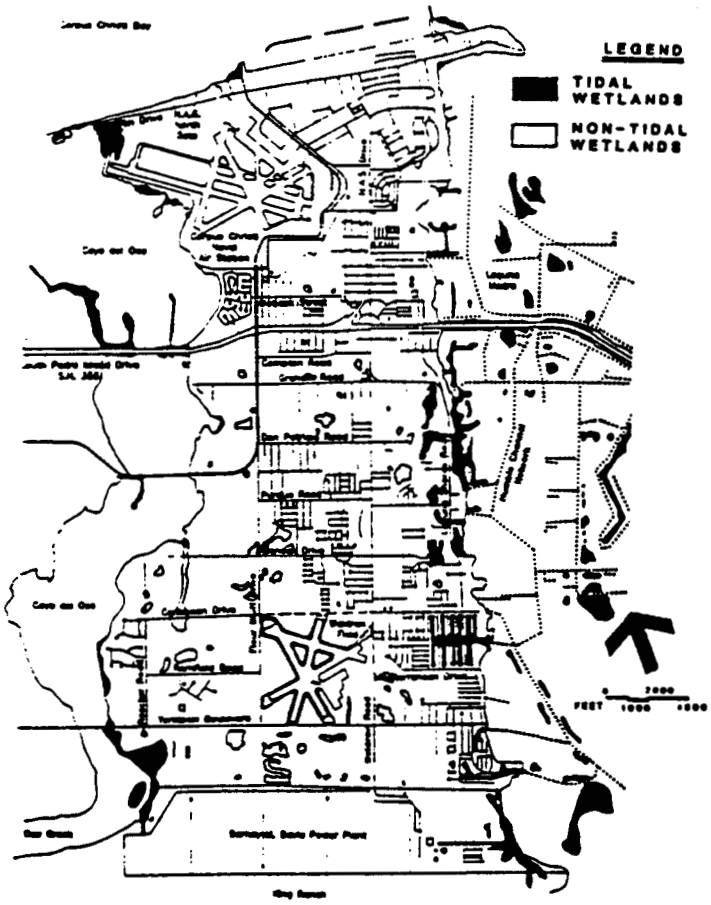
POLICY STATEMENT A.7

Where feasible, the City will encourage drainage channels in residential areas to be of a swale type design as they are more compatible with residential development than the traditional "v" type ditch. Swale type drainage channel allow the opportunity for park like amenities, sidewalks/bike paths while providing flood protection. Such drainage facilities should be located to provide a connection between neighborhoods and, schools, parks, recreation centers and other public places. Natural ground cover rather than concrete liners are preferred.

POLICY STATEMENT A.8

The City will amend the City Code (Sec. #23-68 & #23-71) requiring vacant lots be completely mowed, so that large lots of one (1) acre or more are required to have a 50 foot swath where they abut structures, and a 30 foot swath where such lots abut public rights-of-way. Currently owners of large vacant lots must keep a 50 foot swath clear even when such properties abut vacant lots. This policy change would preserve beneficial habitat and reduce maintenance costs to owners of public and private property.

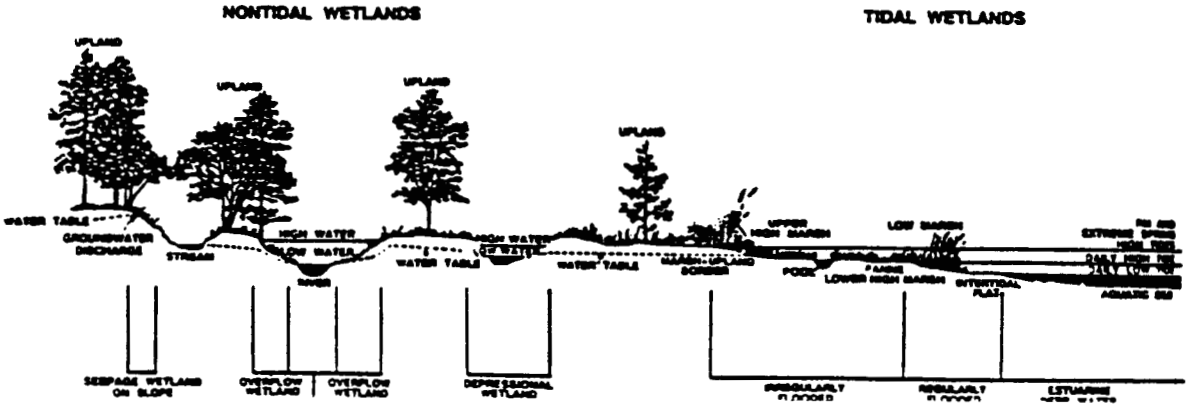
FIGURE 3 WETLAND AREAS



POLICY STATEMENT A.9

The City should encourage groups familiar in habitat objectives to assist in a program to document the location of threatened and endangered species habitats in Flour Bluff. Flour Bluff contains numerous wetland areas and the only remaining stands of live oak brush potholes in Nueces County. According to the U.S. Fish and Wildlife Service these areas contain a wide array of fish and wildlife, possibly including threatened or endangered species. (see Figures 3, 3a, 4 and Appendix A) If these habitats are found, they should be prioritized by the City relative to other such habitats found in the region. A Regional Habitat Conservation Plan is necessary to adequately evaluate and prioritize habitats.

FIGURE 3 A WETLAND SCHEMATIC

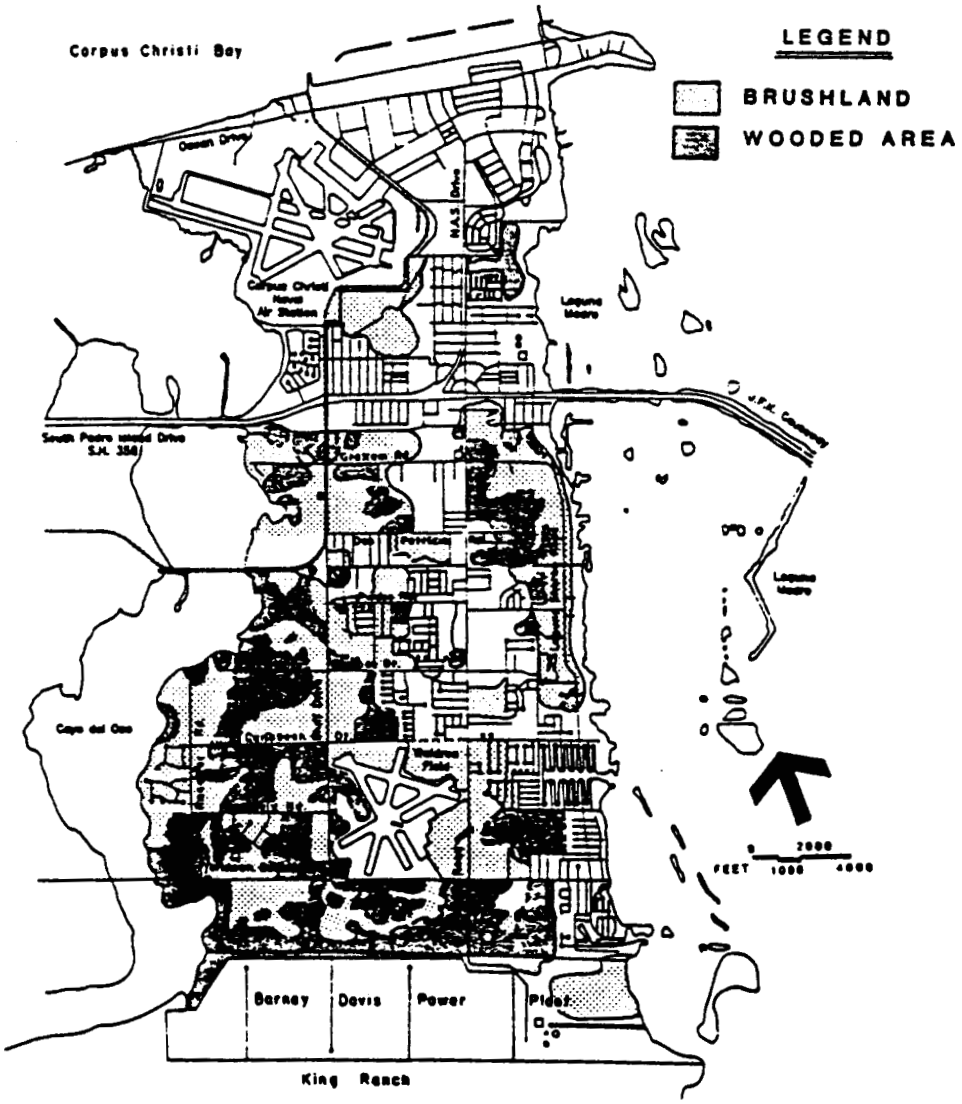


Once prioritized by the City, the City mav designate the highest priority areas for acquisition and development restrictions. Lower priority areas could be considered for development restrictions only. Funding for purchase of such habitats could come from local sources or from State/Federal grants.

Development restrictions would allow some development of property with requirements to minimize loss of habitats i.e., larger setbacks, larger open space requirements. A conservation easement program combined with a property tax incentive could also be used to encourage preservation of valuable habitats.

It is important to note that the Governor has recently submitted the region for inclusion in the National Estuary Program. In the Governor's submittal, a major goal is the protection of endangered and threatened species habitats as the Flour Bluff area is of vital importance to the nation as much of the migratory birds depend on these local habitats.

FIGURE 4 BRUSHLAND•WOODED AREAS



POLICY STATEMENT A.10

The City Park and Recreation Department will coordinate with City Engineering Services and U.S. Corps of Engineers to establish a program to monitor Laguna Madre and Cayo del Oso shoreline erosion. Where feasible, scheduled shoreline maintenance and capital improvements should be used to control erosion along City owned shoreline areas.

POLICY STATEMENT A.11

Maintain the one-mile minimum distance from the shoreline for any drilling operations.

B. LAND USE

PLAN STATEMENT B.1

The City Council, hereby, adopts the Land Use Plan (Figure 5) and accompanying text, as a guide for future land use decisions. The Plan provides guidance for future development decisions including rezoning, platting, public services, and capital improvement planning. The land use plan supports environmentally sound development in Flour Bluff. The plan provides a compatible configuration of activities emphasizing:

- a. Protection of residential areas;
- b. Identification of environmentally sensitive areas that should be preserved;
- c. Protection of the Naval Air Station from incompatible activities; and
- d. A parkway along the Laguna Shores shoreline.

The future land use plan recommends those uses which are "most suitable." However, other uses which may also be acceptable are described in Table 1. Those uses described as "also acceptable are more likely to require special buffering to assure compatibility with adjacent uses, or perhaps some other improvements in order to meet the full intent of the Comprehensive Plan.

Table 2 indicates the total acreage of future land uses and potential population of an ultimately developed Flour Bluff area.

POLICY STATEMENT B.2

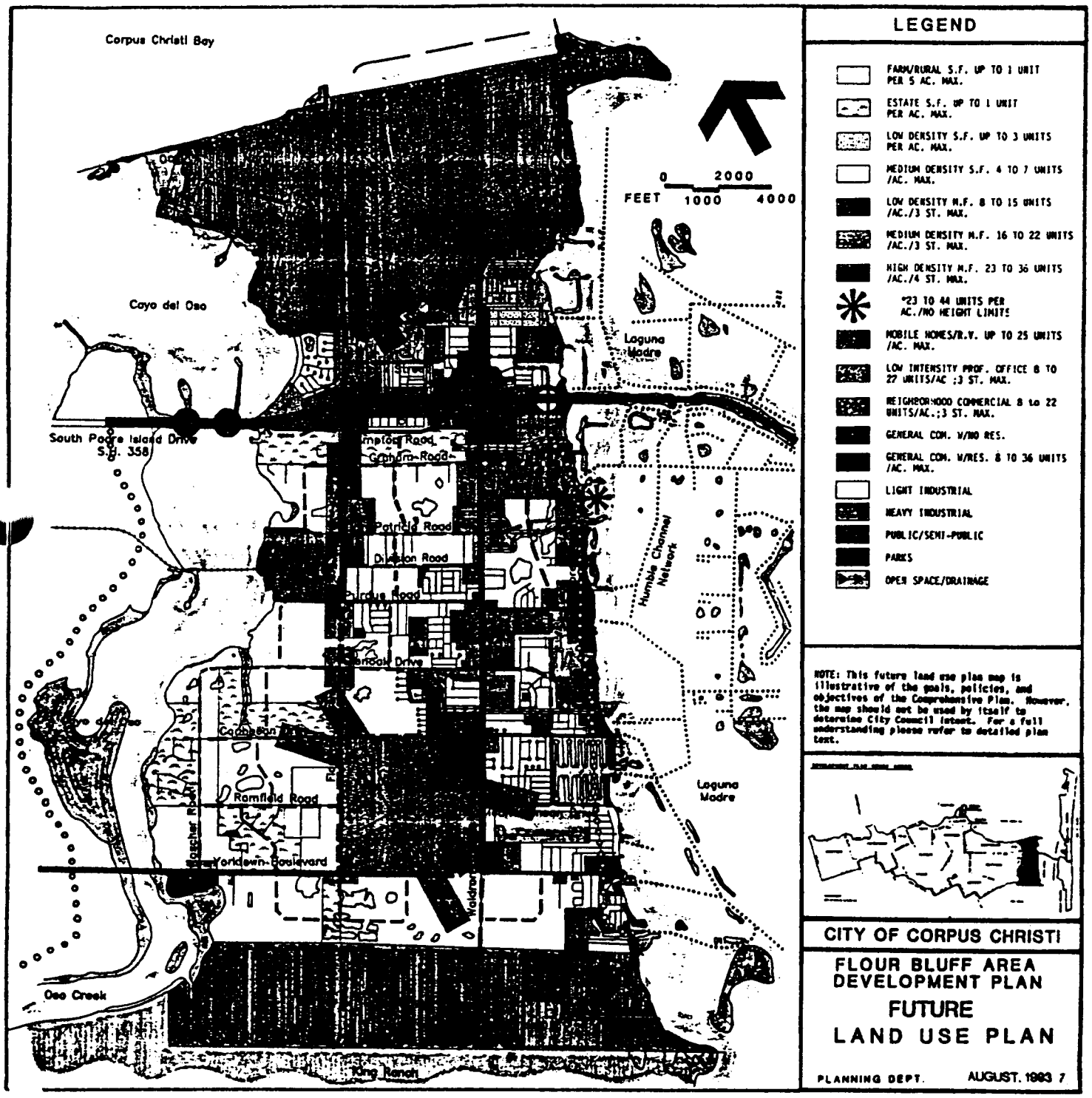
In Table 1, Future Land Use Suitability, the "most suitable land use" column indicates those land uses least likely to cause negative impacts to the surrounding area and which are thought to most directly benefit the public health, safety and welfare of the community. Uses described as "also acceptable" might be permissible but they are likely to be negatively impacted by the most suitable use or surrounding uses unless steps are taken to buffer negative impacts. Steps that should be taken to prevent negative impacts and promote sensitive design are:

- **a. Lighting from non-residential uses should be directed away from residential areas.**

- **b. Noise impacts from non-residential uses should be reduced by creating a buffer open space between the two areas. Such spaces may be landscaped areas, a street, a screening fence, larger setbacks, etc. These methods can be used singularly but are usually most effective when applied in combination to provide the desired effect.**

- **c. Placing low intensity activities next to single family uses.**

- **d. Because non-residential areas are considered most suitable next to higher level roads, "also permitted" uses will need to be buffered from negative traffic noise impacts if they are located immediately next to the highway.**


Corpus Christi Bay
Cayo del Oso
South Padre Island Drive
S.H. 358
Patricia Road
Division Road
Ramfield Road
Yorktown Boulevard
Waldron
Oso Creek
King Ranch
Laguna Madre
Humble Channel Network
0 2000
FEET 1000 4000
LEGEND
FARM/RURAL S.F. UP TO 1 UNIT PER 5 AC. MAX.
ESTATE S.F. UP TO 1 UNIT PER AC. MAX.
LOW DENSITY S.F. UP TO 3 UNITS PER AC. MAX.
MEDIUM DENSITY S.F. 4 TO 7 UNITS /AC. MAX.
LOW DENSITY M.F. 8 TO 15 UNITS /AC./3 ST. MAX.
MEDIUM DENSITY M.F. 16 TO 22 UNITS /AC./3 ST. MAX.
HIGH DENSITY M.F. 23 TO 36 UNITS /AC./4 ST. MAX.
*23 TO 44 UNITS PER AC./NO HEIGHT LIMIT!
MOBILE HOMES/R.V. UP TO 25 UNITS /AC. MAX.
LOW INTENSITY PROF. OFFICE 8 TO 22 UNITS/AC ;3 ST. MAX.
NEIGHBORHOOD COMMERCIAL 8 to 22 UNITS/AC.;3 ST. MAX.
GENERAL COM. W/NO RES.
GENERAL COM. W/RES. 8 TO 36 UNITS /AC. MAX.
LIGHT INDUSTRIAL
HEAVY INDUSTRIAL
PUBLIC/SEMI-PUBLIC
PARKS
OPEN SPACE/DRAINAGE
NOTE: This future land use plan map is illustrative of the goals, policies, and objectives of the Comprehensive Plan. However, the map should not be used by itself to determine City Council intent. For a full understanding please refer to detailed plan text.
CITY OF CORPUS CHRISTI
FLOUR BLUFF AREA DEVELOPMENT PLAN
FUTURE LAND USE PLAN
PLANNING DEPT.
AUGUST, 1993 7

FLOUR BLUFF	ALSO ACCEPTABLE													
MOST SUITABLE FUTURE LAND USE	FARM/RURAL	ESTATE DEN SF	LOW DEN SF	MEDIUM DEN SF	LOW DEN MF	MEDIUM DEN MF	HI DEN MF	MOBILE HOMES	LOW INT PROF OFF	NEIGHBORHOOD COM	COM W/NO RES	COM W/RES	LIGHT INDUSTRIAL	HEAVY INDUSTRIAL
FARM/RURAL SF; Up to 1 Unit Per 5 Acres														
ESTATE DEN SF; Up To 1 Unit/Ac	✓													
LOW DEN SF; Up To 3 Units/Ac	✓	✓												
MED DEN SF; 4 to 7 Units/Ac		✓	✓											
LOW DEN MF; 8 to 15 Units/Ac; 3 St Max			✓	✓										
MEDIUM DEN MF; 16 to 22 Units/Ac; 3 St Max				✓	✓									
HI DEN MF; 23 to 36 Units/Ac; 4 St. Max.				✓	✓	✓								
MOBILE HMS/RV's; Up to 25 Units/Ac.														
LOW INTENSITY PROF OFFICE; 8 to 22 Units/Ac.;3 St. Max.					✓	✓								
NEIGHBORHOOD COM; 8 to 22 Units/Ac.;3 St. Max.					✓	✓			✓					
GENERAL COMMERCIAL W/NO RESIDENTIAL									✓	✓				
GEN COM W/ RES; 8 to 36 Units/Ac.					✓	✓	✓		✓	✓				
LIGHT INDUSTRIAL									✓	✓	✓			
HEAVY INDUSTRIAL									✓	✓	✓		✓	

TABLE 1 - FUTURE LAND USE SUITABILITY

PROPOSED LAND USES	TOTAL ACREAGE	%	HOUSING UNITS	ULTIMATE POPULATION
Farm/Rural SF	390	3.4	78	187
Estate Density SF	407	3.5	407	977
Low Density SF	65	.6	130	312
Medium Density SF	2,243	19.4	12,337	29,609
Low Density MF	135	1.2	1,552	3,725
Medium Density MF	523	4.5	9,937	23,849
High Density MF	14	.1	413	991
Mobile Homes/RV's	186	1.6	2,418	4,392
Low Intensity Prof Office	1	.0		
Neighborhood Com	67	.6		
General Commercial w/No Res	377	3.3		
General Commercial w/Res	291	2.5		
Light Industrial	348	3.0		
Heavy Industrial	93	.8		
Public/Semi-Public	5,832	50.5		
Parks	253	2.2		
Open Space/Drainage	326	2.8		
Total	11,551	100.0	27,272	63,051

TABLE 2 FLOUR BLUFF DEVELOPMENT PLAN ULTIMATE DEVELOPMENT LAND USE ASSUMPTIONS

* Land Use Plan totals include the Naval Air Station (2,604 acres), Barney Davis Power Plant (2,000 acres) and Waldron Air Field (583 acres).

** Residential land uses are discounted by 25 percent to account for transportation needs.

*** Population estimates are totals for ultimate build out and are based on full occupancy, average household size of 2.4 persons, and a mid-point each residential density range.

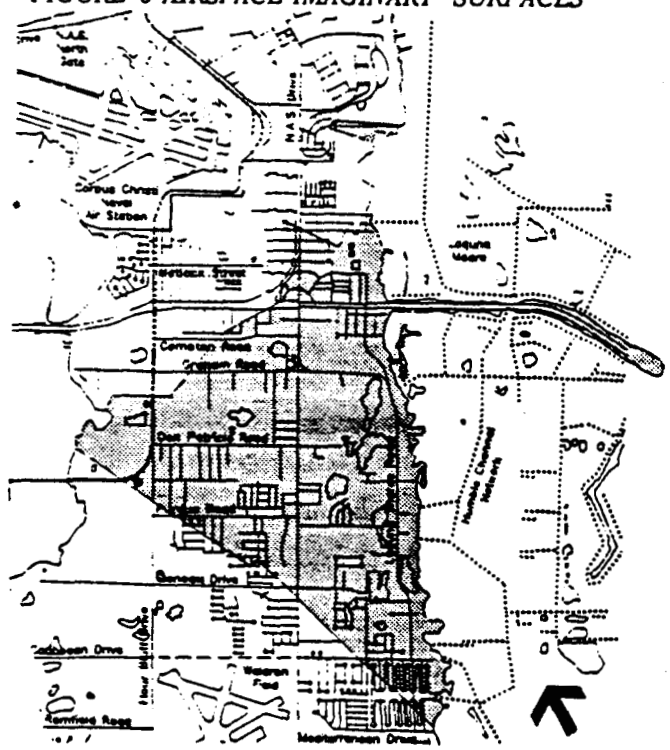
POLICY STATEMENT B.3

The City will change the Platting Ordinance to be consistent with State laws for on-site disposal systems. The Platting Ordinance requires only 15,000 square foot minimum lot size on site-disposal systems. State Law requires ½ acre minimum lot size (21,780 square feet) for a system on public water system, and one acre (43,560 square feet) minimum for systems when on-site water sources are used. (also see Policy Statement D.6)

POLICY STATEMENT B.4

The Joint Airport Zoning Board should consider amendments to the Airport Zoning Height Regulations in Flour Bluff to comply with the Horizontal Imaginary Surface Precision Instrument approach established by the Navy for the Naval Air Station. These regulations should also be amended for Waldron and Cabaniss fields if and when the Navy establishes a Precision Instrument Approach for them. (Figure 6) These proposed amendments should not compromise the planned expansion of Corpus Christi State University. Currently the Military Airport Zoning imaginary surface would allow development of a structure to heights greater than portions of the Navy's Imaginary Surface. Development of structures to these heights could jeopardize NAS operations in Corpus Christi. The Joint Airport Zoning Board should consider the continued presence of NAS operations a critically important aspect of the community.

FIGURE 6 AIRSPACE•IMAGINARY SURFACES



Areas where the existing Military Airport Zoning Ordinance would allow construction heights greater than (130' mean sea level) provided under the Horizontal Imaginary Surface (back-up to primary approach) established by the Navy for the Naval Air Station.

POLICY STATEMENT B.5

The City encourages development that is compatible with the Naval Air Station, Waldron Field, and Cabaniss Field. A primary concern associated with these Naval facilities is land use compatibility in the Navy's Air Installation Compatible Use Zones (AICUZ). These are areas where, due to frequency of over flights and other factors, a measurable potential for aircraft accidents is present. The geographic areas covered by these zones may change in the future due to changes in operations at the air fields, changes in the aircraft using the runways or other factors. The City should maintain constant contact with the Navy to maintain accurate record

of any changes to these zones and change as appropriate any city regulations pertaining to these AICUZs.

Within AICUZs there are three areas with different degrees of accident potential: Clear Zones (CZ); Accident Potential Zone 1 (APZ-1); and Accident Potential Zone 2 (APZ-2). Naval guidelines suggest that Clear Zones be purchased by the Navy as they are the most hazardous areas. Accident Potential Zone 1 is the second highest area of concern and Accident Potential Zone 2 is least hazardous of the three areas.

Existing zoning ordinance regulations do not comprehensively address concerns associated with land use compatibility in the Navy's Accident Potential Zones. Dense residential developments or non-residential uses which congregate large groups of people should be prohibited in Accident Potential Zones.

Due to the significant amount of existing development within these APZs it is not feasible, at this time, to strictly follow the Navy's use guidelines which call for:

○ a. Accident Potential Zone 1 - prohibit residential uses and non-residential uses which may congregate large groups of people.

○ b. Accident Potential Zone 2 - limit residential development to 1 or 2 units per acre and prohibit non-residential uses which may congregate large groups of people.

Given these concerns the following short and long term objectives are recommended:

■ SHORT TERM OBJECTIVES

○ a. The City encourages the Navy to continue purchasing any remaining clear zone areas as these are the most hazardous of the Navy's Air Installation Compatible Use Zones.

○ b. Non-residential uses and residential uses which may congregate large groups of people should be prohibited from locating in APZ - I or APZ - II areas. The City should create an APZ Overlay Zone, for APZ areas (see Figure 7), to prohibit the following new uses in any underlying base zoning districts:

- hospitals
- places of worship (indoor or outdoor)
- schools/universities
- stadiums/athletic fields
- fairgrounds/circus grounds
- child care centers/nursing homes
- theaters/auditoriums (indoor or outdoor)
- exposition halls
- clubs and bars with seating for more than 50 people or for more than 100 persons per acre
- amusement park
- motels/hotels
- public swimming pools, or natatoriums
- any other private or public facility for the assembly of more than 100 persons per acre.
- any new residential use with a density of greater than 1 unit per net (does not include street right-of-way or other public properties) acre for APZ-1 and 2 units per net acre for

APZ-2 except where the base zoning is more restrictive, then use base zoning residential density/use requirements.

In addition, storage of explosives should be prohibited in any Clear Zone or Accident Potential Zone.

o c. City housing rehabilitation programs should only be used in areas where residential land use is recommended and where residential zoning exists.

o d. Public purposes being served by existing and planned expansion to Corpus Christi State University are considered appropriate.

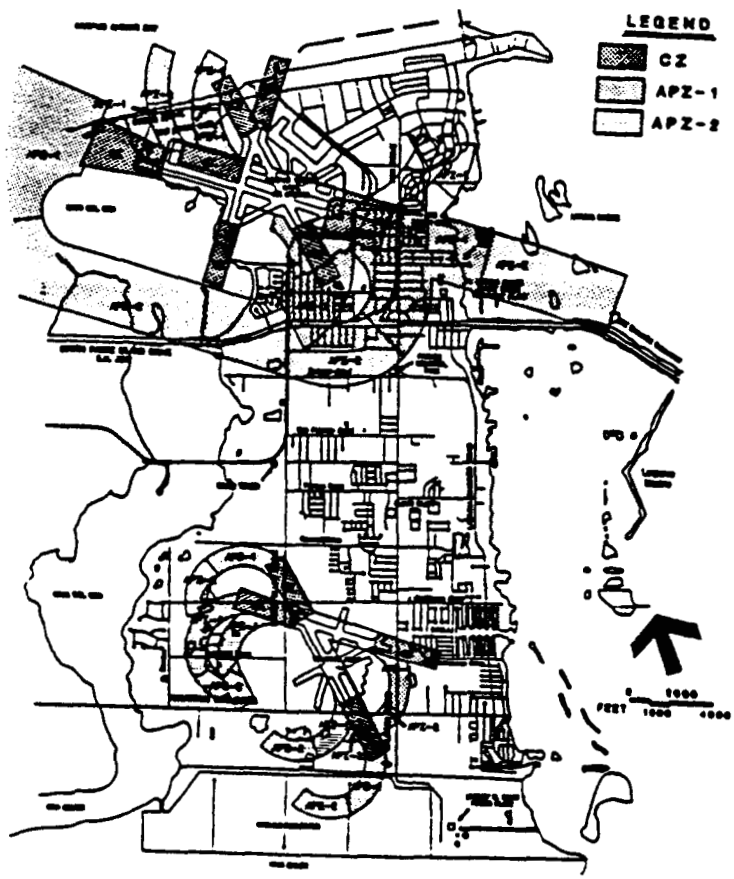
■ LONG TERM OBJECTIVES:

o a. Continue overlay zone requirements contained in the short term objective and change the base zoning as recommended below. Consideration should be given to prohibiting new residential uses in APZ-1.

o b. Residential areas located within APZs and north of South Padre Island Drive (SPID) and between Flour Bluff Drive and the Laguna Madre Shoreline should gradually transition to commercial and industrial uses. The City should facilitate this transition by approving rezoning requests for commercial or industrial zoning where there is adjacent commercial or industrial zoning or where it can be shown that the rezoned area can protect adjacent residences. Gradually, residential uses would be phased out of the area.

o c. Property surrounding Waldron Field within Czs and APZs should not be rezoned for higher intensities than currently exist unless specified on the future land use plan map.

FIGURE 7 ACCIDENT POTENTIAL ZONE OVERLAY



POLICY STATEMENT B.6

The City should amend the 1987 Excavation Ordinance (Article IV) to include the following performance objectives:

○ a. Discourage excavations from locating near existing or future residential or commercial areas;

○ b. Establish a land reclamation requirement to prevent excavation pits from becoming a permanent blight on the land;

○ c. Revise the current ordinance (Section 13-156), to include site plan submission and review, a phasing program, outline of final land form, and reclamation of land; and

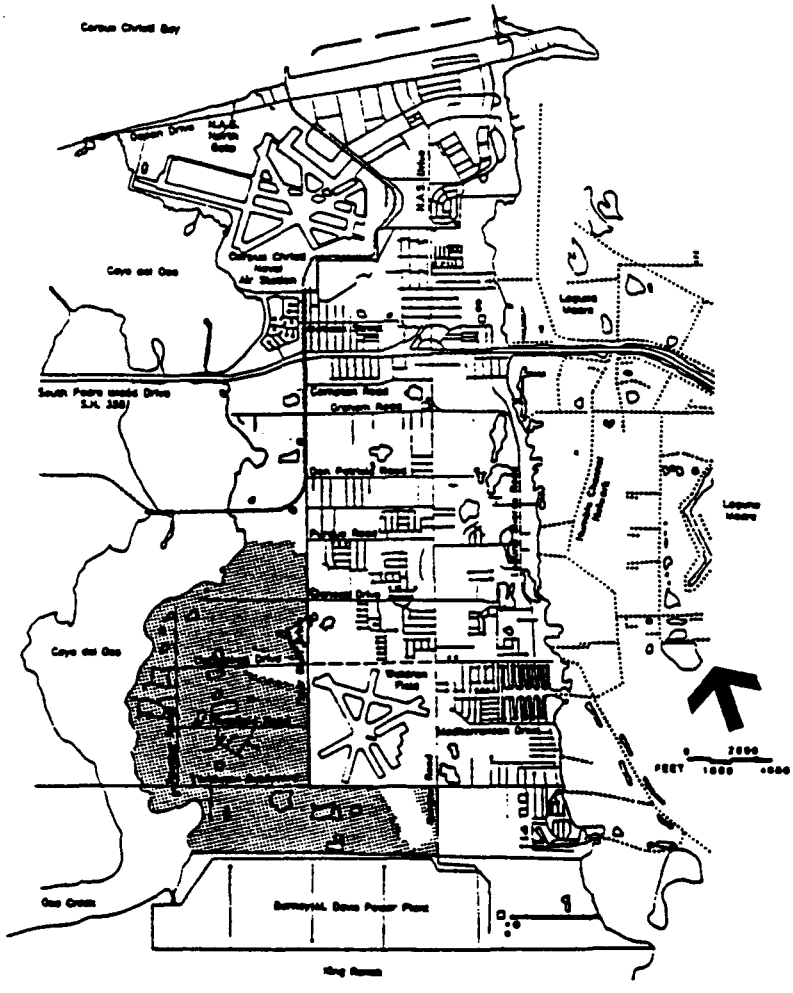
○ d. Require a bond to guarantee compliance.

The 1987 Ordinance addresses the permitting and environmental concerns before property can be used for excavation. However, the ordinance does not provide sufficient enforcement power to require complete or partial restoration of the land after excavation has been completed. At this time there is no guarantee for compliance. Bond posting requirements are strongly encouraged as an amendment to the ordinance. Posting a bond would guarantee compliance with restoration requirements.

POLICY STATEMENT B.7

The City should continue to encourage large lot development in the southwest quadrant (Figure 8) consistent with the existing development trend in the area and to preserve environmental qualities of the area. The southwest quadrant (bounded by the Cayo del Oso, Purdue Road, Barney Davis Power Plant, Flour Bluff Drive and Purdue Road) is characterized by a unique and sensitive natural environment. The City should support protection of this environment encouraging a continuation of the existing trend of large lots (1 acre or larger). Large lot development will help to protect the unique natural shrubbery, oak mottes, etc. in the area that would normally be lost as an area becomes developed. Large lot development is compatible as a buffer to the industrial use of the Barney Davis Power Plant which borders the south end of Flour Bluff.

FIGURE 8 SOUTHWESTERN QUADRANT



Objectives for the southwest quadrant include:

o a. In the southwest quadrant where 1 unit per acre residential density is proposed, allow rural streets with no curb and gutter, as rural streets are more consistent with the large lot. low density development recommended for the area. Surface drainage channels accompanying rural streets serve as retention areas, while reducing development costs.

o b. Require hook-up to city sanitary sewer when and if such service is available. Where such service is not available, allow on-site disposal technologies that offer the best protection to the natural environment and which meet state law.

POLICY STATEMENT B.8

Amend the City's Highway Beautification Ordinance to increase minimum billboard spacing from 500' to 1,500'. This spacing standard is consistent with Texas Department of Transportation (TXDOT) and many large Texas cities' standards.

POLICY STATEMENT B.9

The City encourages expanded and additional recreation vehicle areas to serve tourists. Rezoning of proposed commercial and/or multi-family land use near SPID and adjacent to the Laguna Madre for recreational vehicle usage should be encouraged. Zoning this area for recreation vehicles would take advantage of the natural resource of the Laguna Madre, excellent access to SPID and would meet community objectives to minimize potential for property losses in flood prone areas (due to the mobile nature of this use).

POLICY STATEMENT B.10

Gateways are designated in Figure 9 as areas where public landscaping should be used to beautify rights-of-way. Gateways are designed to give a sense of place marking passage from one area to another. Design objectives for gateways:

o a. The City Park and Recreation Department should work in conjunction with the TXDOT to develop a landscaping plan for gateway areas. Such a theme <u>may</u> include a palm planting program similar to those recommended in other areas of the City (North Central Area). The TXDOT Landscape matching program should be used to help finance this program.

o b. Placement of major landscaping, statuary, and lighting at gateways to create a distinct and memorable entrance to an area.

o c. Gateway improvement are to be placed on public property however, private property owners are encouraged to make such improvements when they are consistent with locations for gateways expressed in the Comprehensive Plan.

o d. Utilize city-owned property for a landscaped gateway/mini-park at the entrance to Flour Bluff.

o e. If approval can be obtained from the TXDOT utilize Park Road 22 right-of-way or purchase private property for a landscaped gateway to the JFK Causeway near the Laguna Madre Shoreline and Park Road 22.

FACILITIES (CONT.)

J. 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)

RATCC. NAS Corpus Christi is the only primary training base with a dedicated radar facility to monitor training areas. NAS Corpus Christi RATCC provides traffic advisories and coordinates working blocks with TW-4 aircraft.

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). If so, list the following information:

a. Name or type of facility
b. Total SF
c. Cat code
d. Present use

None

Future Requirements

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?
TNRCC Region 14
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.

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).
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).

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? **No**

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.
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

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? **No**

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.

No

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991			
1992			
1993			

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?

None

Fiscal Year	Number of changes
1991	
1992	
1993	

FUTURE REQUIREMENTS (CONT.)
B. ENCROACHMENT (CONT)

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

Yes, see attached plans. (attachment 1)

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

SEE ATTACHED (attachment 1)

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

SEE ATTACHED (attachment 1)

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

There are no known constraints that pose problems for existing or planned mission.

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).

SEE ATTACHED attachments 2a & 2b

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? **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.
3-4, which includes outlying fields

c. Has the installation implemented noise abatement procedures? **No.** Routine right hand patterns by jet aircraft are not conducted on Rwy 13R. CNATRA N3

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.
None

FUTURE REQUIREMENTS (CONT.)

B. ENCROACHMENT (CONT)

3. 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? **None**

(b) Within Accident Potential Zone (APZ) I at each end of each active runway? **See attached sheets** [redacted] Pg 67a,b,c,d

(c) Within APZ II at each end of each active runway? *

(d) Between the 60 Ldn and 65 Ldn noise contours (if available)? **N/A, 1980 AICUZ**

(e) Between the 65 Ldn and 75 Ldn noise contours? **N/A, 1980 AICUZ**

(f) Between the 75 Ldn and 80 Ldn noise contours (if available)? **N/A, 1980 AICUZ**

(g) Within the 80 Ldn noise contour and above (if available)? **N/A, 1980 AICUZ**

***NASC-80%; NALF Waldron-50%; NALF Cabaniss-10% Using 1980 AICUZ criteria**

FUTURE REQUIREMENTS (CONT.) DATA CALL TWENTY

B. 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.

SEE ATTACHED SHEETS 67aR, 67bR, 67cR, 67dR and 67eR

R
Arnold
NASCORPC
12 Aug 94

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ				
APZ I				
APZ II				

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.

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.

SEE ATTACHED SHEETS ~~8~~ 67fR ~~8a,b,c,d~~

R
Arnold
NASCORPC
12 Aug 94

DNL	Est Pop	Acres	% Incomp L-U
60-65*			
65-75			
75-80*			
80+*			

* IF AVAILABLE

67 R (12 Aug 94)

00216 12 Aug 94
BRAC DATA CALL 20 QUERY

Question B.9 - ENCROACHMENT:

MAIN STATION, NAS, CORPUS CHRISTI

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	17 (SEC)	0	0	0 %
APZ I	17 (SEC)	3200	+/-1450 (1)	100 %
APZ II	17 (SEC)	2800	+/- 850	50 %

(1) 06.077 Acres currently in condemnation

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	35 (SEC)	1	0	0 %
APZ I	35 (SEC)	0	OVER WATER	0 %
APZ II	35 (SEC)	0	"	0 %

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	31L (PRI)	0	0	0 %
APZ I	31L (PRI)	0	OVER WATER	0 %
APZ II	31L (PRI)	0	"	0 %

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	31R (PRI)	0	OVER WATER	0 %
APZ I	31R (PRI)	0	"	0 %
APZ II	31R (PRI)	0	"	0 %

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	13R (PRI)	0	0	0 %
APZ I	13R (PRI)	3200	+/-1450 (2)	100 %
APZ II	13R (PRI)	2800	+/- 850	100 %

(2) 00.429 Acres currently in condemnation

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	13L (PRI)	0	(3)	0 %
APZ I	13L (PRI)	3200	+/- 1450	0 %
APZ II	13L (PRI)	2800	+/- 850	0 %

(3) All Clear Zone Land has been acquired

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	04 (SEC)	0	OVER WATER	0 %
APZ I	04 (SEC)	0	"	0 %
APZ II	04 (SEC)	0	"	0 %

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	22 (SEC)	0	OVER WATER	0 %
APZ I	22 (SEC)	0	"	0 %
APZ II	22 (SEC)	0	"	0 %

OUTLYING STATION, NALF CABANISS

00216 12 Aug 94

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	17 (SEC)	0	(4)	0 %
APZ I	17 (SEC)	100	+/-3100 (4)	0 %
APZ II	17 (SEC)	400	+/-3100	0 %

(4) 59.688 Acres remain to be acquired

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	35 (SEC)	0	0	0 %
APZ I	35 (SEC)	1000	+/-3200 (5)	100 %
APZ II	35 (SEC)	5000	+/-3200	100 %

(5) 42.640 Acres remain to be acquired

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	31 (PRI)	0	(6)	0 %
APZ I	31 (PRI)	1000	+/- 3200	100 %
APZ II	31 (PRI)	4200	+/- 3200	100 %

(6) All CLear Zone LAnd has been acquired

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	13 (PRI)	0	(7)	0 %
APZ I	13 (PRI)	100	+/- 3100	50 %
APZ II	13 (PRI)	400	+/- 3100	0 %

(7) 09.815 Acres remain to be acquired

OUTLYING STATION, NALF, WALDRON

00216 12 Aug 94

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	17 (SEC)	0	(8)	0 %
APZ I	17 (SEC)	900	+/- 400	0 %
APZ II	17 (SEC)	900	+/- 400	0 %

(8) All Clear Zone Land has been acquired

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	35 (SEC)	0	(9)	0 %
APZ I	35 (SEC)	100	+/- 350	0 %
APZ II	35 (SEC)	100	+/- 350	0 %

(9) All Clear Zone Land has been acquired

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	31 (PRI)	0	(10)	0 %
APZ I	31 (PRI)	100	+/- 350	0 %
APZ II	31 (PRI)	100	+/- 350	0 %

(10) All CLear Zone Land has been acquired

ZONES	RUNWAY NUMBER	ESTIMATED POPULATION	ACRES	% INCOMP L-U
CZ	13 (PRI)	0	(11)	0 %
APZ I	13 (PRI)	900	+/-400 (11)	100 %
APZ II	13 (PRI)	900	+/-400	100 %

(11) 19.070 Acres remain to be acquired

NOTES:

4,5,7, and 11: These items or parcels of real estate await funding for their acquisition. Currently the City of Corpus Christi has insured the Navy that all dwelling units have been removed or relocated except for one parcel of land at NALF, Cabaniss.

All data provided came from the 1980 AICUZ Study and Plans. Previous attached maps and charts showed the noise zones that were required in 1980 by both the DOD and FAA. However, the City of Corpus Christi has or is in the process of developing noise requirements for their various zoning areas.

BRAC DATA CALL 20 QUERY

Question B.10 - ENCROACHMENT:

MAIN STATION, NAS, CORPUS CHRISTI

DNL	ESTIMATED POPULATION	ACRES	% INCOMP L-U
60 - 65	0	0	0 %
65 - 75	800	963.8	32 %
75 - 80	0	0	0 %
80+	0	0	0 %

OUTLYING STATION, NALF CABANISS

DNL	ESTIMATED POPULATION	ACRES	% INCOMP L-U
60 - 65	0	0	0 %
65 - 75	0	0	0 %
75 - 80	0	0	0 %
80+	0	0	0 %

OUTLYING STATION, NALF WALDRON

DNL	ESTIMATED POPULATION	ACRES	% INCOMP L-U
60 - 65	0	0	0 %
65 - 75	0	0	0 %
75 - 80	0	0	0 %
80+	0	0	0 %

FUTURE REQUIREMENTS (CONT.)

B. 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.

SEE ATTACHED SHEETS

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ				
APZ I				
APZ II				

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.

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.

SEE ATTACHED SHEETS Pg 67a, b, c, d

DNL	Est Pop	Acres	% Incomp L-U
60-65*			
65-75			
75-80*			
80+*			

* IF AVAILABLE

11010
Code 183

Subj: DATA COMMENTS ON BASE REALIGNMENT AND CLOSURE DATA CALL FOR AICUZ

1. The following charts are provided for information and action as requested by required for the BRAC Data Call.

* All data provided came from the 1980 AICUZ Study and plans. Data as requested was not developed nor is it on file. The attached maps and charts show the noise zones that were required in 1980 by both the DOD and FAA. But, the city has or is developing noise requirements for their various zoning areas.

These items or parcels of real estate await funding for their acquisition. Currently the city has insured that all dwelling units have been removed or relocated except for one parcel of land at Cabaniss NALF.

1* 06.077 Acres remain to be acquired.

2* All Clear Zone Land has been acquired.

3* 00.429 Acres remain to be acquired.

4* 42.640 Acres remain to be acquired.

5* 59.688 Acres remain to be acquired.

6* 09.815 Acres remain to be acquired.

7* All Clear Zone Land has been acquired.

8* All Clear Zone Land has been acquired.

9* All Clear Zone Land has been acquired.

10* 19.070 Acres remain to be acquired.

11* All Clear Zone Land has been acquired.

Zone End	Runway Number	Estimated Population	Acres Scaled	Percent L-U
		Main Station, NAS Corpus Christi		
CZ APZ-I APZ-II	17	Overwater	Overwater	Overwater
CZ APZ-I APZ-II	35	US Owned 3200 2800	N/A(1*) +/- 1450 +/- 850	*
CZ APZ-I APZ-II	31L	US Owned 3200 2800	N/A(2*) +/- 1450 +/- 850	*
CZ APZ-I APZ-II	31R	US Owned 3200 2800	N/A(3*) +/- 1450 +/- 850	*
CZ APZ-I APZ-II	13L	Overwater	Overwater	Overwater
CZ APZ-I APZ-II	13R	Overwater	Overwater	Overwater
CZ APZ-I APZ-II	04	Overwater	Overwater	Overwater
CZ APZ-I APZ-II	22	Overwater	Overwater	Overwater
DNL 60-65	N/A	*	*	*
DNL 65-75	N/A	*	*	*
DNL 75-80	N/A	*	*	*
DNL 80+	N/A	*	*	*

Zone End	Runway Number	Estimated Population	Acres Scaled	Percent L-U
		Outlying Station, NALF Cabaniss		
CZ	17	US Owned	N/A(4*)	*
APZ-I		1,000	+/- 3,200	
APZ-II		5,000	+/- 3,200	
CZ	35	US Owned	N/A(5*)	*
APZ-I		100	+/- 3,100	
APZ-II		400	+/- 3,100	
CZ	31	US Owned	N/A(6*)	*
APZ-I		100	+/- 3,100	
APZ-II		400	+/- 3,100	
CZ	13	US Owned	N/A(7*)	*
APZ-I		1,000	+/- 3,200	
APZ-II		4,200	+/- 3,200	
DNL 60-65	N/A	*	*	*
DNL 65-75	N/A	*	*	*
DNL 75-80	N/A	*	*	*
DNL 80+	N/A	*	*	*

Zone End	Runway Number	Estimated Population	Acres Scaled	Percent L-U
		Outlying Station, NALF Waldron		
CZ	17	US Owned	N/A(8*)	*
APZ-I		100	+/- 350	
APZ-II		100	+/- 350	
CZ	35	US Owned	N/A(9*)	*
APZ-I		900	+/- 400	
APZ-II		900	+/- 400	
CZ	31	US Owned	N/A(10*)	*
APZ-I		900	+/- 400	
APZ-II		900	+/- 400	
CZ	13	US Owned	N/A(11*)	*
APZ-I		100	+/- 350	
APZ-II		100	+/- 350	
DNL 60-65	N/A	*	*	*
DNL 65-75	N/A	*	*	*
DNL 75-80	N/A	*	*	*
DNL 80+	N/A	*	*	*

FUTURE REQUIREMENTS (CONT.)

B. ENCROACHMENT (CONT)

1. 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)? **Will need new footprints for H-53 operations.**

b. How are local land use plans expected to impact the AICUZ footprints?
Change 2 dwellings per acre to 1 per acre.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.
Currently outdated (1980), Update funding denied by NAVFAC. CNATRA N3

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. **Yes, in current plan**
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I. **Yes**
(3) AICUZ recommended development limits for APZ II **Yes**
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available). **N/A**
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours. **N/A**
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available). **N/A**
(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available). **N/A**
(8) Are real estate disclosure statements required by local communities? **Yes**

1980 AICUZ did not provide data in this format and is unavailable until updated AICUZ is completed.

Future Requirements (cont.)

B. 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.

Texas A & M University at Corpus Christi expansion. See attached drawings. Attachment 3

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

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

See attached sheets. Attachment 4

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

FUTURE REQUIREMENTS (CONT.)

C. Ability for Expansion

. 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, Hangar 42 has already been identified for utilization by HM squadrons relocating to NAS Corpus Christi. Additionally, hangar space currently utilized by maintenance contractors could be used to support future tenants.

2. What is the availability of off-installation acreage for possible future installation development?

Large tracts of undeveloped, privately owned, acreage is available within 20nm for airfield construction.

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)	69,000 KWH*	25,000 KWH, CPL Contract	24000 KWH	25000 KWH
Water (GPD)	3 MGPD + Storage	3 MGPD, City contract **	1.5 MGPD	3 MGPD
Sewage (GPD)	2.5 MGPD	None	0.5 MGPD	1.2 MGPD
Natural Gas (CFH)	420 KCFH	420 KCFH, City contract **	42.5 KCFH	82 KCFH
Short Term Parking	325,849 SY 9,787 SY	All parking under CCN 852-10 POV Parking at Waldron	240,000 SY	300,000 SY
High Temp.Water/ Steam Generation/ Distribution	174,600 LB/HR	No	14,700 LB/HR	130,000 LB/HR
Air CFM	10,300 CFM	No	1,100 CFM	6,100 CFM

R

*** No on base generation capacity. Capacity limited by CPL transformer capability.**
**** System capacity can be expanded by increasing supply lines.**

4. Are there any characteristics regarding your utility systems that should be considered?
None

CLOSE HOLD

FUTURE 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, Hangar 42 has already been identified for utilization by HM squadrons relocating to NAS Corpus Christi. Additionally, hangar space currently utilized by maintenance contractors could be used to support future tenants.

2. What is the availability of off-installation acreage for possible future installation development?

Large tracts of undeveloped, privately owned, acreage is available within 20nm for airfield construction.

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)	45,000 KWH*	25,000 KWH, CPL Contract	24000 KWH	25000 KWH
Water (GPD)	3 MGPD + Storage	3 MGPD, City contract **	1.5 MGPD	3 MGPD
Sewage (GPD)	2.5 MGPD	None	0.5 MGPD	1.2 MGPD
Natural Gas (CFH)	420 KCFH	420 KCFH, City contract **	42.5 KCFH	82 KCFH
Short Term Parking	319,978 SY 9,787 SY	All parking under CCN 852-10 POV Parking at Waldron	240,000 SY	300,000 SY
High Temp.Water/ Steam Generation/ Distribution	174,600 LB/HR	No	14,700 LB/HR	130,000 LB/HR
Air CFM	10,300 CFM	No	1,100 CFM	6,100 CFM

*** No on base generation capacity. Capacity limited by CPL transformer capability.**
**** System capacity can be expanded by increasing supply lines.**

4. Are there any characteristics regarding your utility systems that should be considered?
None

FUTURE REQUIREMENTS (CONT.)

C. 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: NASCORPC

Land Use	Total Acres	Developed[4]	Available for Development	
			Restricted[5]	Unrestricted
Operational	2119	1059	634	426
Training				
Research & Development				
Supply and Storage	67	67		
Admin	88	54	3	31
Housing	50	35		15
Recreational	239	239		

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.

Site Location: NALF WALDRON

Land Use	Total Acres	Developed[6]	Available for Development	
			Restricted[7]	Unrestricted
Operational	533/6	100	33/6	400
Training	115		35	80
Research & Development				
Supply and Storage				
Admin				
Housing	165		35	130
Recreational	56	28		28

Fax Submitted 3 OCT 94 changed Operational Acres as indicated - no impact on analysis & no handcap of even reclaiment
AG Keller
25 Jan 95

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.

Site Location: NALF CABANISS

Land Use	Total Acres	Developed[8]	Available for Development	
			Restricted[9]	Unrestricted
Operational	691	31	33	627
Training				
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				

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.

FUTURE REQUIREMENTS (CONT.)

C. 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: **PEARY PLACE**

Land Use	Total Acres	Developed[10]	Available for Development	
			Restricted[11]	Unrestricted
Operational				
Training				
Research & Development				
Supply and Storage				
Admin				
Housing	44			44
Recreational				

6. 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

Available ramp, hangar, training facilities and airspace is suited for increased aircrew training and operational unit basing. Additionally NAS Corpus Christi has easy access to a large volume of low traffic density general use airspace in the South Texas region.

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.

Manpower Implications

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? **No**

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adaquate /Permanent	Number Substandard/ Semi-permanent	Number Inadequate/ Temporary
Officer	4+	53	53	0	0
Officer	3	56	56	0	0
Officer	1 or 2	18	18	0	0
Enlisted	4+	32	32	0	0
Enlisted	3	256	256	0	0
Enlisted	1 or 2	24	24	0	0
Mobile Homes	0	0	0	0	0
Mobile Home lots	0	28	28	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?

MANPOWER IMPLICATIONS (CONT.)

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	0	0
	2	0	0
	3	0	0
	4+	6	6 Months
O-4/5	1	0	0
	2	0	0
	3	0	0
	4+	18	12 Months
O-1/2/3/CWO	1	0	0
	2	21	6 Months
	3	41	9 Months
	4+	2	6 Months
E7-E9	1	0	0
	2	0	0
	3	36	24 Months
	4+	13	0
E1-E6	1	0	0
	2	159	24 Months
	3	119	8 Months
	4+	30	24 Months

12 of 31 March 1994.

Manpower Implications (cont.)

. 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)?

100%

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

Type of Quarters	Utilization Rate
Adequate/Permanent	**99.24%**
Substandard/Semi-Permanent	**N/A**
Inadequate/Temporary	**N/A**

(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?

There has been no significant change.

(b) BEQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	**76%**
Substandard/Semi-Permanent	**N/A**
Inadequate/Temporary	**N/A**

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? **NO (75%)** If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

There are more than enough quarters to adequately house personnel currently assigned to the Naval Air Station.

Manpower Implications (cont.)

Quality of Life (cont.)

(c) BOQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	**66%**
Substandard/Semi-Permanent	**N/A**
Inadequate/Temporary	**N/A**

R

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? **YES (77%)*** If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

***COMMINEWARCOM personnel have increased occupancy rate. There is no BOQ at Naval Station Ingleside.**

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new :ts 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
72112	**184**	**250/269 SF**	**184**	**Est Dec 95**
72111	**87**	**270/359 SF**	**87**	**Design Stage**
72111	**94**	**250/269 SF**	**94**	**Design Stage**

(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.
711-xx Family Housing/ Dwelling/ 100 Units/ FY-95/ Planning Phase
711-xx Family Housing/ Dwelling/ 200 Units/ FY-96/ Planning Phase
711-xx Family Housing/ Dwelling/ 400 Units/ FY-97/ Planning Phase

MANPOWER IMPLICATIONS (CONT.)

A. QUALITY OF LIFE (CONT.)

4. For on-installation MWR facilities[13] 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 NASCORPC DISTANCE N/A

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	5	Y
	Outdoor Bays	36	Y
Arts/Crafts	SF	3000	Y
Wood Hobby	SF	0	N/A
Bowling	Lanes	12	Y
Enlisted Club	SF	0	N/A
Consolidated CLUB	SF	32000	Y
Library	SF	4463	N
Library	Books	22000	N
Theater	Seats	1500	N
ITT	SF	2400	Y
Museum/Memorial	SF	0	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor)	Lanes SF	4653	N
Beach	LF	240	N
Lake	Each	0	N/A
Tennis CT	Each	8	N

PATRICK J N-432 11-94 *

* MOVIES NOT SHOWN AT THEATER. USED FOR MEETINGS, TRAINING, AND SPECIAL EVENTS.

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

MANPOWER IMPLICATIONS (CONT.)

A. QUALITY OF LIFE (CONT.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	1	N
Basketball CT (outdoor)	Each	1	N
Racquetball CT (indoor/outdoor)	Each	4	N
Squash CT	Each	1	UNUSED
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	12	Y
Gymnasium	SF	16366	N
Fitness Center	SF	17387	Y
Marina	Berths	20	Y
Stables	Stalls	0	N/A
Rod and Gun Club/Range	Each	1	N/A
Softball Fld	Each	2	N
Football Fld	Each	1	N
Soccer Fld	Each	1	N
Youth Center	SF	4784	N
Recreation Center	SF	19500	Y-rental
Baseball Field (Youth)	EA	2	N

SH CNET N44331 5/11/94

3. Is your library part of a regional interlibrary loan program?

No

Marina EXTRAS

Storage Compound	Spaces	150	Y
RV Park	Spaces	24	Y
Gear Store	SF	1500	Y
Boat Sheds	EA	68	Y
Fishing Pier	EA	2	N
Boat House	SF	12500	Y
Bait Shack	SF	480	Y
Pavilion	SF	8000	N
Covered Picnic Pads	EA	5	N

SH CNET N44331 5/11/94

MANPOWER 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)
B. PATRICK CNET N-437 5-11-94		¥ Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary		
0-12 Mos	8	720 * ~~324 SF~~			31	210
12-24 Mos	10	740 * ~~396 SF~~			26	360
24-36 Mos	14	749 * ~~740 SF~~			22	360
3-5 Yrs	40	1517 * ~~749 SF~~			59	240
Pre-Kinder	20	880			59	240

*** Child Development Center is less than six years old with 11,166 sq ft of adequate space. The child capacity depends on room size and child age. The rooms can be reconfigured to accomodate changes.**

b. 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: N/A
- 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.
Extensive resource and referral program with community programs.

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**

¥ SF MEASUREMENT IS FOR USABLE SPACE ONLY, PER AGE GROUP. DOES NOT INCLUDE CLOSETS, HALLS, ETC. TOTAL FACILITY IS 11,166 SF. BP

MANPOWER IMPLICATIONS (CONT.)

A. 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.

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

Service	Unit of Measure	Qty
Exchange	SF	12,000
Gas Station	SF	1,500
Auto Repair*	SF	3,100
Auto Parts Store	SF	800
Commissary**	SF	43,000
Mini-Mart***	SF	4,000
Package Store***	SF	same as above
Fast Food Restaurants	Each	6
Bank/Credit Union	Each	2
Family Service Center	SF	6,334
Laundromat	SF	500
Dry Cleaners	Each	1
Alcohol Rehabilitation Center	PN	0****
Chapel	PN	250/ 2 ea
FSC Class-room/Auditorium	PN	50

***Tire and A/C repair only.**
****New facility under construction, November 1994 completion.**
*****Co-located**
******ARD at NAVHOSPCORPC. Capacity 22 PN**

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

City	Distance (Miles)
Corpus Christi	**Within city limits**
San Antonio	**137**
Houston	**227**

* INCLUDES VENDOR OPERATED "WHAT-A-BURGER" FRANCHISE, MWR, NAVY EXCHANGE AND CIVILIAN NAFI FAST FOOD FACILITIES. BP

streets, which are indicated on the current Transportation Plan as urban collectors, to minor collectors or residential streets. Identify and amend the Urban Transportation Plan to reflect these changes:

- Angel/Breezeway/Oleander Streets
- Churchill/Shely/Logan Streets
- Blevens Street (between Naples and Staples Streets)
- Casa Linda Street(Norton to Staples)
- Swantner Street (Texas to Glazebrook)
- Reid Drive
- Rossiter Street
- Center Street
- Dulaine Street
- Ft. Worth Street
- Catalina Street
- Harry Street
- Belmeade Street
- Gollihar Road (Airline to Belmeade)
- Harbor Lights/Cayo Drive

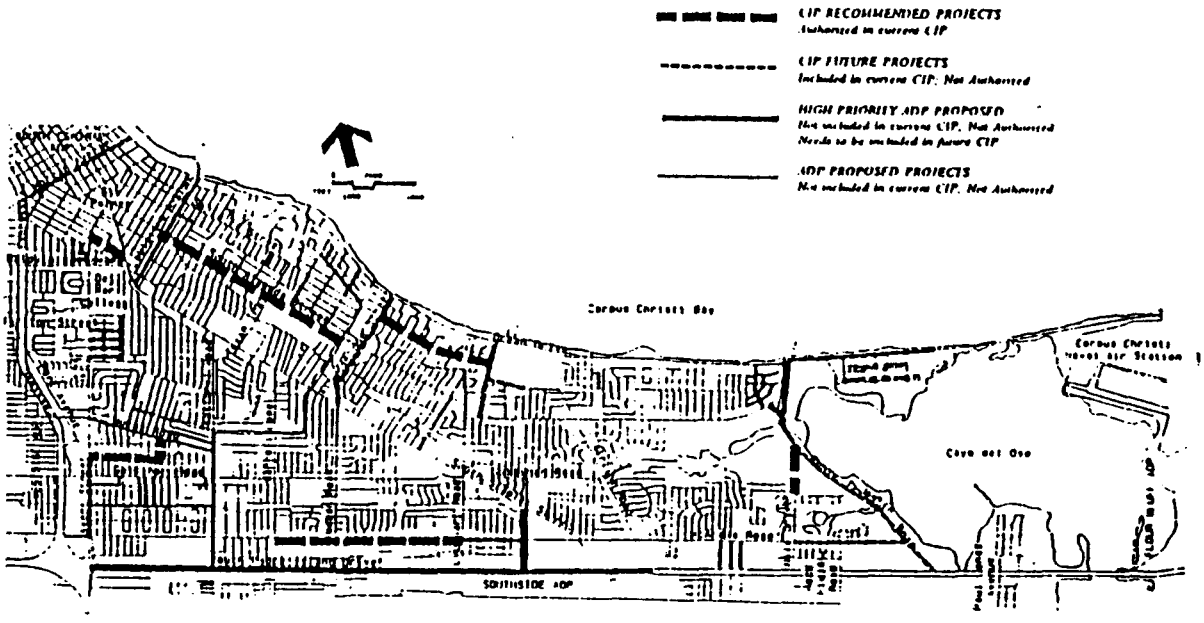
POLICY
STATEMENT
C.2
CAPITAL IMPROVEMENT NEED

Policy objectives in descending order of priority for improvements should be projects that will efficiently serve the Southeast Area with emphasis on:

- **a. Completion of currently authorized street projects;**
- **b. Improve entry/exit access and traffic capacity enhancements for the SH 358 (SPID) expressway and other arterial and collectors streets as identified in the "Analysis of Retail Development and Adjacent Transportation Infrastructure in the City's Southside," and MPO study from FY 92/93;**
- **c. Improving access to and from Texas A&M University-Corpus Christi; and**
- **d. Relieving of congestion and creating a safer pedestrian environment on Ocean Drive.**

The following is a prioritized list of transportation improvement projects (see Figure 9) for the Southeast area. This prioritized list is subject to change during the City's annual capital improvement prioritization process. The list is broken down into four categories:

FIGURE 9 TRANSPORTATION IMPROVEMENT PLAN



■ a. CIP Recommended Projects - authorized in current Capital Improvement Program;

1) McArdle Road - Everhart Road to Carroll Lane - curb/gutter/sidewalk improvements.(Funded with 1986 bond monies; construction scheduled to be completed in 1995)

2) Del Mar Neighborhood street improvements - street reconstruction and curb/gutter/sidewalk improvements. [Phase 2 (completed) & Phase 3 under construction by 1994, funded with 1986 bond monies; Phase 1 will lie the last phase to be completed]

3) Street Overlay Program - Alameda Street between Louisiana and Doddridge; and Santa Fe Street between Doddridge Street and Robert Drive. (Approved in 1986 Bond Program - bond monies not sold)

4) Wynn Seale School Area street improvements - curb/gutter/sidewalk improvements. [Phases 1 (under construction) & 2 funded with CDBG monies; Phase 3 needs funding from future CDBG program]

5) Nile Drive - Ennis Joslin Road to Pharaoh Drive - curb/gutter/sidewalk improvements. (Approved in 1986 bond program; bond monies programmed to be sold in 1993 and construction to be completed in 1995) Construction of Nile Drive improvements will be coordinated with TxDOT's Spur 3/Ennis Joslin improvements.

6) Alexander and Greengrove Streets - curb/gutter/sidewalk improvements. (Approved in 1986 bond program as part of SPID/Ayers Street Area Streets; bond monies programmed to be sold in 1992 and construction to be completed in 1994)

7) Traffic Signal Improvements - Improve traffic control throughout the plan area through the use of "real-time" traffic responsive signal control.

8) Texas A&M University-Corpus Christi Access Improvements:

a) Ocean Drive, Alameda Street and Ennis Joslin Road Intersections;

b) Ennis Joslin Road - Alameda Street to SPID; and

c) Ocean Drive - Alameda to Texas A&M University-Corpus Christi.

■ b. CIP Future Projects - included in current CIP, however, not authorized;

9) McArdle Road - Everhart Road to Holmes Street - street widening and curb/gutter/sidewalk improvements.

10) Ayers Street - Port to Nemec - street widening and curb/gutter/sidewalk improvements.

11) Robert Drive - Ocean Drive to Alameda Street - street widening and curb/gutter/sidewalk improvements.

12) Street Overlay Program:

a) Morgan - Ocean Drive to Crosstown Expressway; and

b) Doddridge - Ocean Drive to Staples Street.

13) Horne Road - Ramsey Street to Kostoryz - curb/gutter/sidewalk improvements.

14) Sidewalk Improvement - Cole Park.

15) Divert existing through traffic on Everhart Road east of Alameda away from Aberdeen Street.

16) McArdle Road - Nile Drive to Ennis Joslin Road - street widening and curb/gutter/sidewalk improvements.

17) Santa Fe/Third Street Connection. (See Figure 11)

18) Bonita Addition Street Improvements - curb/gutter/sidewalk improvements.

19) Southmoreland Addition Street Improvements - curb/gutter/sidewalk improvements.

20) Gaines Street - Robert Drive to Ashland Street - curb/gutter/sidewalk improvements.

21) Crosstown Expressway pedestrian barriers.

■ c. High Priority ADP Projects not included in current CIP and should be added to the CIP Recommended category.

22) Facilitate traffic capacity along SPID frontage roads and signalized interchanges. Possible solutions include ramp reversal, ramp relocation, ramp scissoring, signalized signal control along frontage roads, etc. Other possible solutions may be derived from the MPO study entitled "Analysis of Retail Development and Adjacent Transportation Infrastructure in the City's Southside."

23) Mustang Trail - extend as a network serving collector between South Staples Street and South Padre Island Drive.

24) Alameda Street - Ocean Drive to Ennis Joslin Road - improvements to accommodate Texas A & M University - Corpus Christi (TAMU-CC) increased student population.

25) Ennis Joslin extension to Alameda - through the northeast portion of Oso Beach Municipal Golf Course. This street improvement would require the rearrangement of several golf holes.

26) Santa Fe Street widening - Doddridge to extension of Everhart Road. The extension of Everhart Road to Santa Fe would also require the narrow pavement width within the section of Santa Fe to be widened to provide minimum 11 feet wide travel lanes.

d. ADP Proposed Projects not included in current CIP and should be included in the Future CIP category.

27) Kostoryz Road - SPID to Brawner Parkway - increase from four lanes to five lanes with a continuous center left turn lane.

28) Houston Street - Kostoryz to Greengrove - street widening and curb/gutter/sidewalk improvements.

29) Louisiana Boulevard (northbound only) - Ocean Drive to Staples reconstruction of the street, and Lawnview Street - Louisiana to Texas - curb/gutter/sidewalk.

30) Ayers Street - Ocean Drive to Six Points - street reconstruction.

31) Morgan Street - Ocean Drive to Crosstown Expressway - street widening and curb/gutter/sidewalk improvements.

32) McArdle Road Extension - Ayers to Crosstown Expressway.

33) Sunnybrook Area Streets - curb/gutter/sidewalk improvements.

34) Rossiter Street - Alameda to Santa Fe - curb/gutter/sidewalk improvements.

35) Glazebrook Street - Alameda to Santa Fe - curb/gutter/sidewalk improvements.

36) Wray Lane - Paloma to Jarvis - curb/gutter/sidewalk improvements.

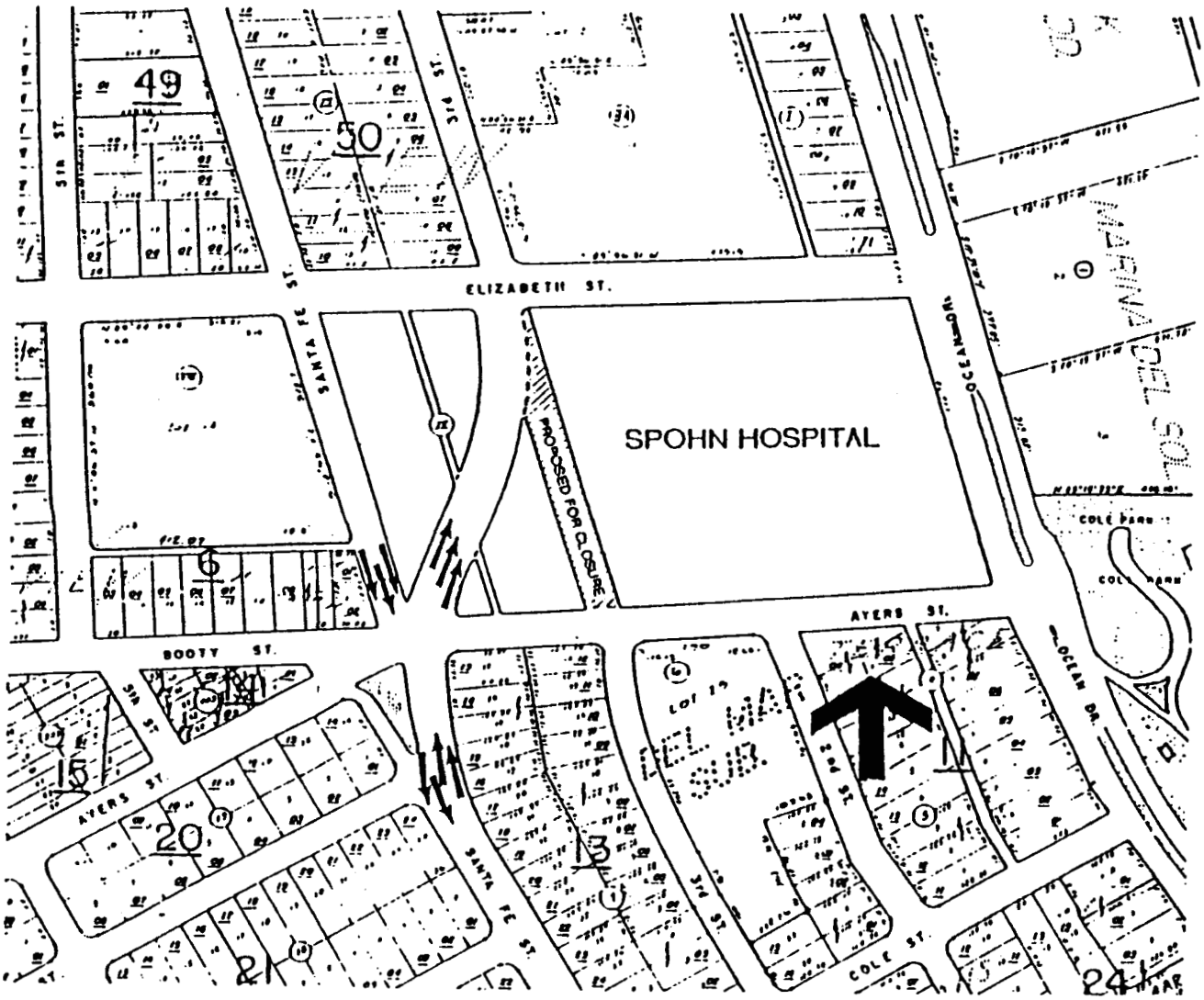
37) Aransas Cliffs Area Streets - curb/gutter/sidewalk improvements.

38) Daly/Clare Area Streets - curb/gutter/sidewalk improvements.

39) Kentner Street - Clairmore to Glenmore - curb/gutter/sidewalk improvements.

40) Edgewater Terrace Area Streets - curb/gutter/sidewalk improvements.

FIGURE 10 REALIGNMENT OF THIRD STREET WITH SANTA FE STREET



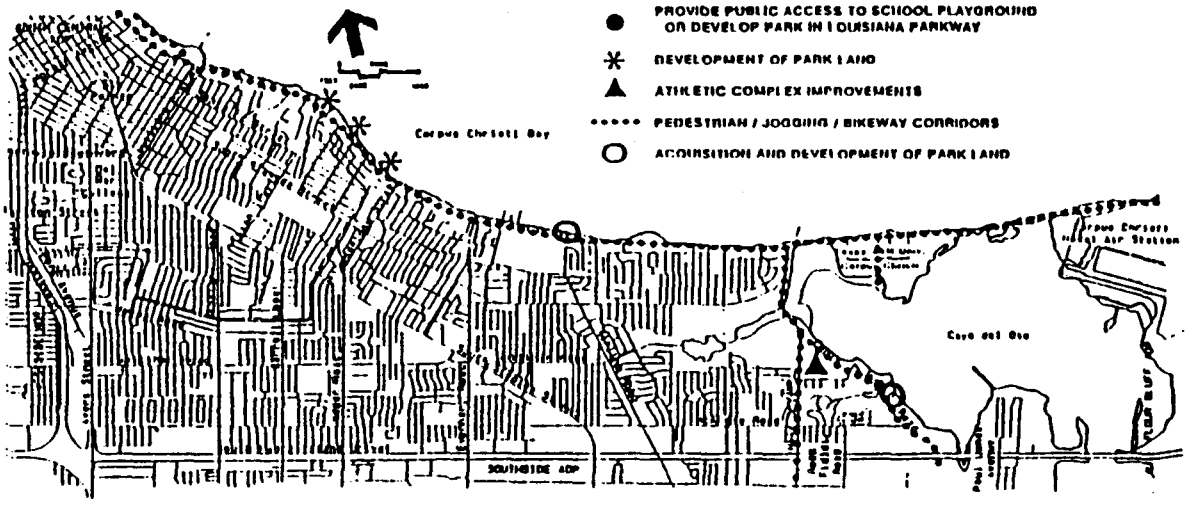
D. PUBLIC UTILITIES AND SERVICES

PARKS AND RECREATION

POLICY STATEMENT D.1

The City Council adopts this Parks Facilities Plan as a guide for future Southeast Area park improvements. (See Figure 11)

FIGURE 11 PARK FACILITIES PLAN



POLICY STATEMENT D.2

CAPITAL IMPROVEMENT NEED

Adequate funds for the following prioritized improvements should be included in future capital improvement programs:

- **a. Public access to Menger Elementary playground should be pursued with CCISD. If access cannot be provided, the City should develop a neighborhood park within Louisiana Parkway between Alameda and Santa Fe Streets;**
- **b. Renovate existing parks;**
- **c. Develop the Bay Trail pedestrian/bikeway. Note, the Traffic Engineering Division, Park and Recreation Department, and the Planning and Development Department are formulating a comprehensive areawide bikeway plan.**
- **d. Use of private and governmental facilities for more efficient service delivery of both recreational and senior community services;**

- e. Improve drainage, parking, concession and restroom facilities, lighting, fencing and other needed improvements for the athletic complexes at Price, Botsford and South Guth Parks; and

- f. Purchase and develop bayfront view vista points at the:

  1) Intersection of Ocean Drive and Airline Road; and

  2) Outfall area of the Pharaoh Country Club drainageway.

POLICY STATEMENT D.3

As redevelopment occurs in the Southeast area the park system should be evaluated (at least every five years) to figure out the need for existing parks. Where residential areas have been redeveloped for commercial uses, existing parks should be considered for designation as surplus property and sold. Where feasible, the proceeds from sale of surplus park land (referendum required) should be set aside for improvements to those parks most likely to serve nearest residential neighborhoods.

POLICY STATEMENT D.4

The City should continue to encourage park land purchase, donation and dedication along the Corpus Christi Bay and the Cayo Del Oso.

SENIOR COMMUNITY SERVICES

POLICY STATEMENT D.5

Additional senior community services should utilize expansion of existing recreational centers and senior community facilities, and possibly existing religious, educational and commercial facilities. This will provide senior services more effectively, allowing for maximum flexibility as recreation needs change while reducing the need for costly new structures.

WATER AND WASTEWATER SYSTEMS

POLICY STATEMENT D.6

Conduct critical analysis and needs assessment of the water distribution and wastewater collection systems. One of the most critical service issues facing the Southeast area is the failure rate of the ageing water and wastewater distribution and collection systems. This assessment should include a long-range improvement program which addresses replacement needs of deteriorating infrastructure. This assessment should also take into account projected long-range uses according to the proposed Land Use and Development Plan. These studies will help to prioritize and target capital improvements and assure replacement and, where necessary, upgrades to the existing water/wastewater systems.

POLICY
STATEMENT
D.7
CAPITAL IMPROVEMENT NEED
Provide increased water supply and wastewater collection capacity to Texas A&M University-Corpus Christi to meet the anticipated needs of the University's programmed expansion. For planning purposes these improvements should, at a minimum, provide sufficient capacity to accommodate growth for a full-time equivalent student population of 3,000 for 1994, 4,500 for 2000, and 9,000 for 2010. These improvements should be coordinated with planned improvements to the roadway of Ocean Drive, and proposed expansion of gas, wastewater, electrical, telephone, and cable services.

STORMWATER SYSTEM

POLICY
STATEMENT
D.8
Amend the Master Stormwater Drainage Plan for the Southeast Area as well as the rest of the City to comply with the U.S. Water Quality Act of 1987. The City's Engineering Services Department should initiate a study to amend the Master Stormwater Drainage Plan and any other affected plans such as the Urban Transportation Plan, etc., to comply with this Act.

NATURAL GAS SYSTEM

POLICY
STATEMENT
D.9
Continue the present policy to provide service as development occurs, including providing expanded service to Texas A&M University-Corpus Christi.

COMMUNITY DEVELOPMENT SERVICES

POLICY
STATEMENT
D.10
City housing rehabilitation programs should only be used in areas where residential land use is recommended and where residential zoning exists.

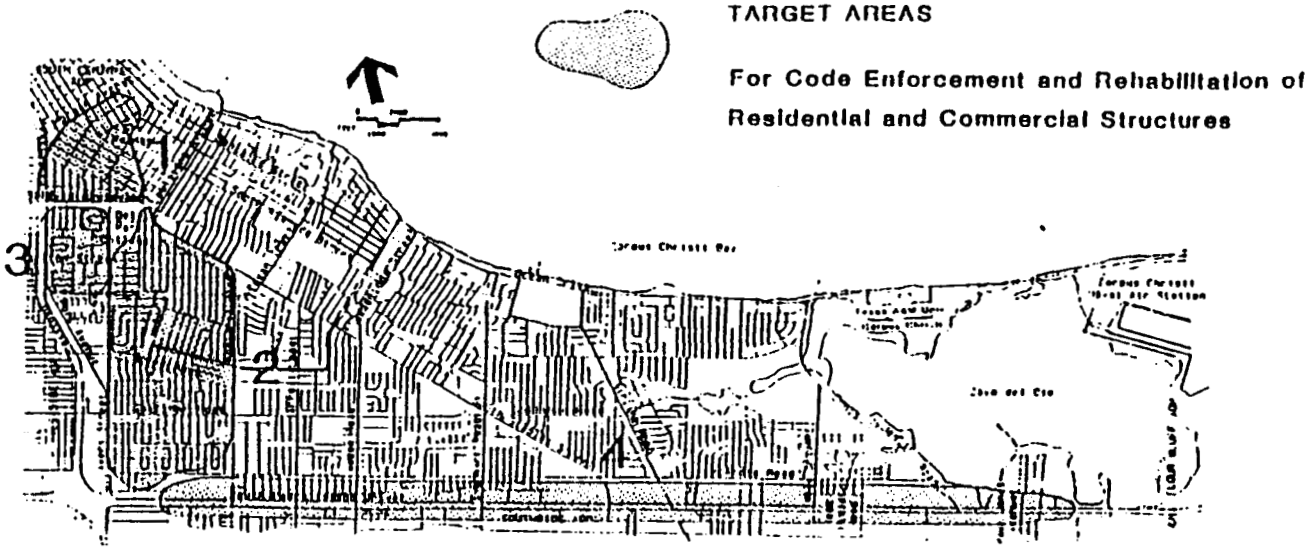
POLICY
STATEMENT
D.11
Community Development should target code enforcement and rehabilitation programs for those areas with the most severe housing, commercial, sanitation, brush pick-up, and animal control problems. Areas 1, 2, and 3 (see Figure 12) are characterized by a wide range of housing conditions. It is important that the city actively promote code enforcement and rehabilitation programs to prevent further deterioration of property and to help prevent the spread of such deterioration to adjacent neighborhoods to the east. Furthermore, to assist in conserving these

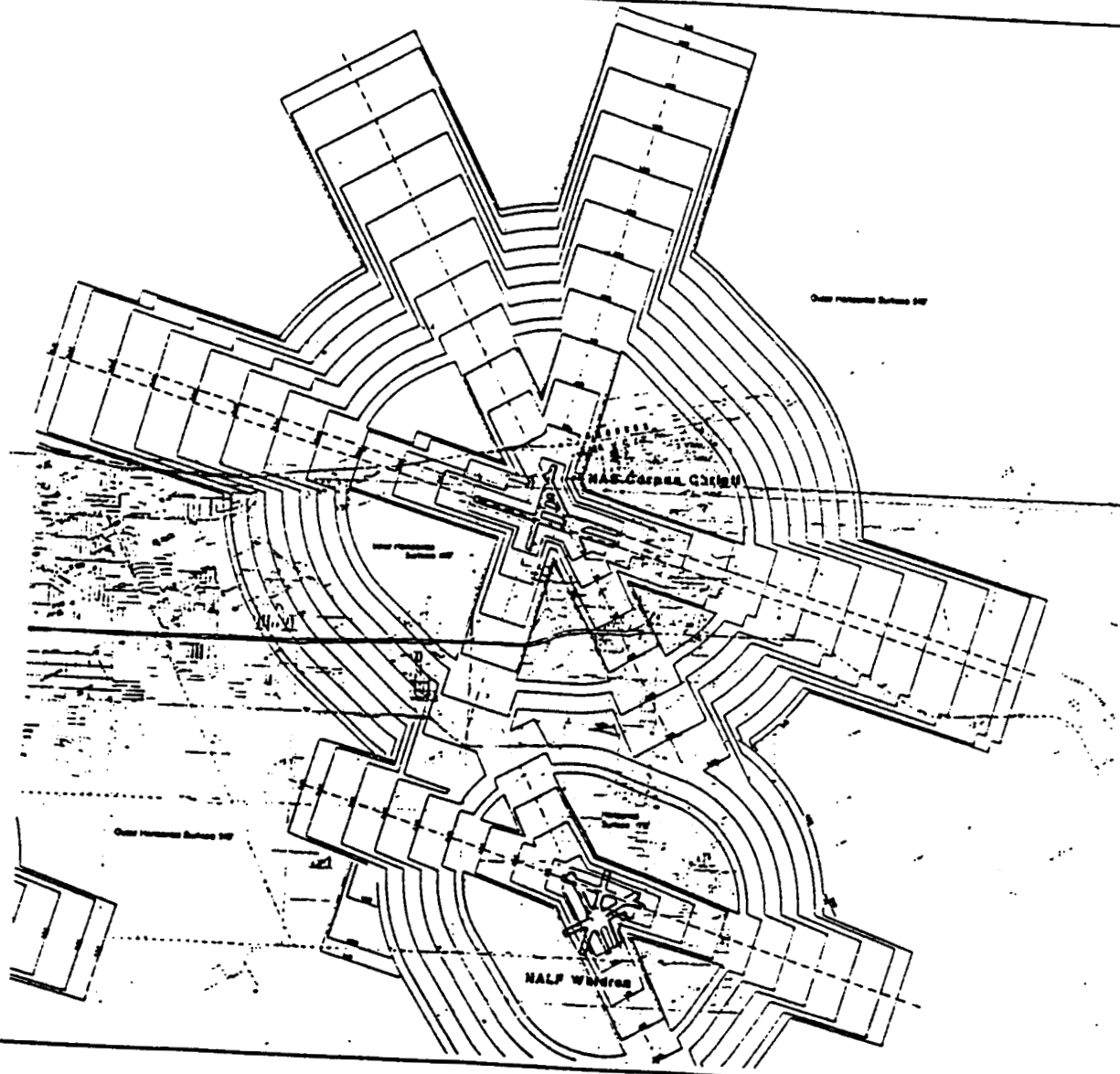
neighborhoods the City should, when funds area available, improve substandard neighborhood streets without requiring property owner assessments.

The commercial areas in Area 4, along SPID, are also targeted as this is one of the most visible and highly traveled corridors in the City. Code compliance and overall community appearance from SPID along this corridor is especially important since it is the only route through the city to the barrier island visitor areas.

As part of the periodic comprehensive plan review procedure, the City should reevaluate the target areas and establish whether these areas should continue to be targeted, re-prioritized, or if other areas should be included in the program.

FIGURE 12 CODE ENFORCEMENT TARGET AREAS





Naval Air Station
Corpus Christi, Texas

Imaginary surfaces

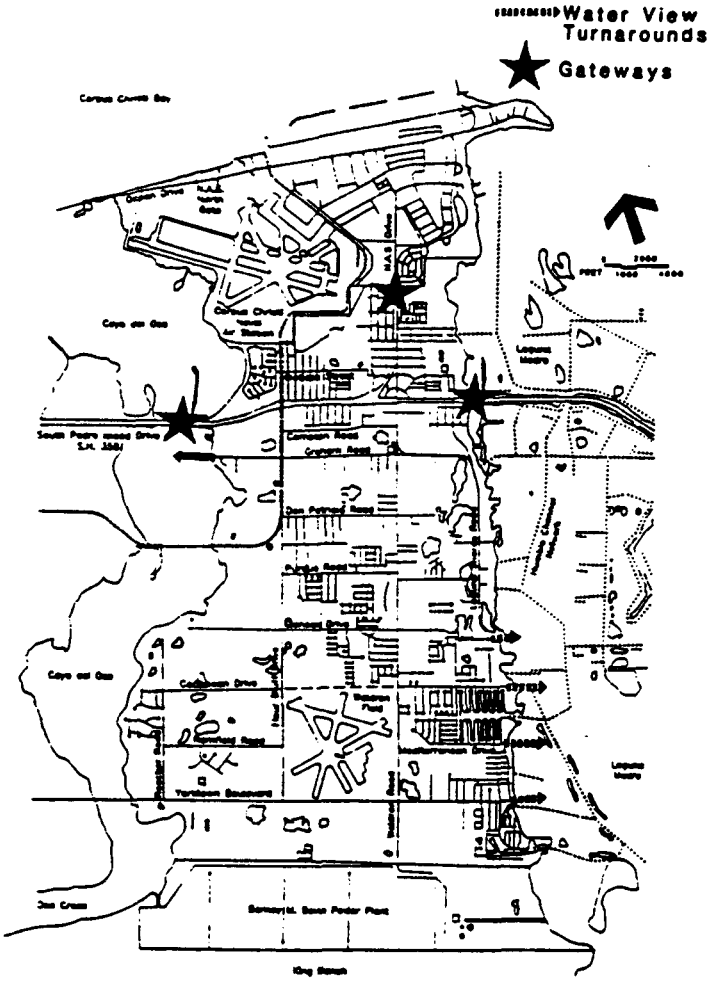
figure

POLICY STATEMENT B.11

Designation of water view turn-a-rounds on Figure 9 are intended to maintain and enhance existing public access to Cayo Del Oso and the Laguna Madre. These areas provide opportunities to view the natural beauty of the Cayo Del Oso and the Laguna Madre and the hundreds of bird species that inhabit/or migrate thru the area. Design objectives for each of these areas include:

- a. Minimum 60' right-of-way and sufficient right-of-way to create turn-a-rounds;
- b. Construction of turn-a-rounds at the Laguna Madre terminus of Glenoak Drive, Caribbean Drive, Mediterranean Drive and Yorktown Blvd.;
- c. Construction of turn-a-rounds at the Cayo Del Oso terminus of Graham and Glenoak Drives;
- d. Creation of "look-outs", with public seating, landscaping, lighting, public parking etc.; and
- e. Where feasible, seek public access on state lands to enhance existing city property at minimal cost.

FIGURE 9 GATEWAYS AND WATER VIEW TURN-A-ROUNDS



POLICY STATEMENT B.12

Existing Industrial uses south of South Padre Island Drive between Waldron Road and Laguna Shores Drive should be encouraged to transition into uses compatible to adjacent proposed multi-family land use if, and when the current uses are discontinued. (see Future Land Use, Figure 5)

POLICY STATEMENT B.13

The City encourages opportunities for mixed commercial and residential uses when such mixed use development is part of a well integrated land use and public service plan of development.

THIS PAGE RESERVED

C. TRANSPORTATION

PLAN
STATEMENT
C.1

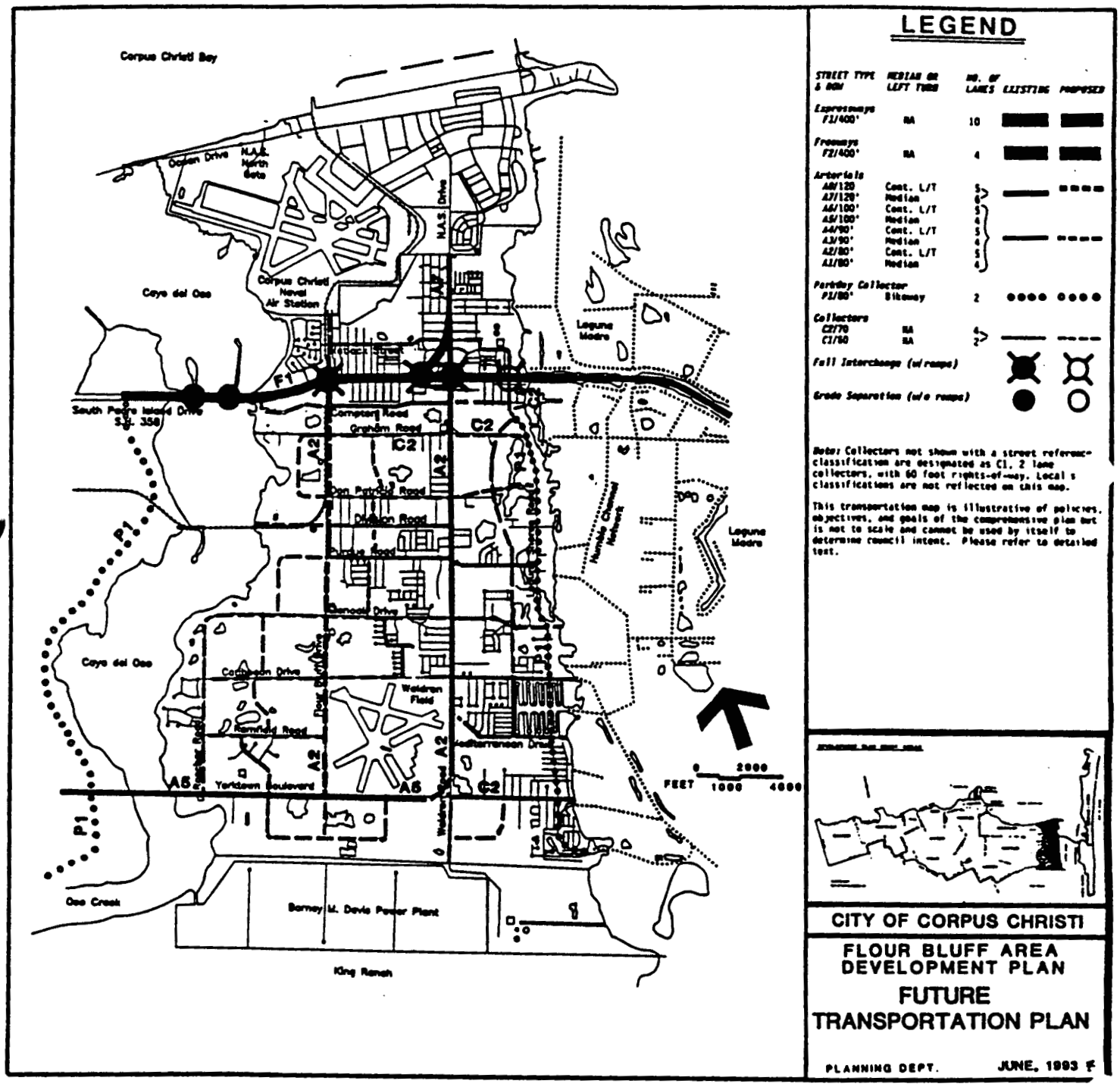
The City Council adopts the Transportation Plan (Figure 10) as a guide for future transportation decisions. The transportation network of this plan constitutes a recommendation by the City to amend the Metropolitan Planning Organization Urban Transportation Plan. Upon adoption, the plan will be submitted for review and inclusion in the MPO Master Transportation Plan. Implementation of this transportation plan facilitates:

o a. efficient emergency access, especially with regard to the Laguna Shores Road area;
o b. relieve future traffic congestion; and
o c. accomplish efficient transportation and development with minimal disruption of the natural environment.

Some recommended changes include but are not limited to:

► 1. Extend Compton Road westward, as a 2 lane collector street, from Flour Bluff Drive and swinging up to intersect with SPID.
► 2. Redesignate Graham Road from a 2 lane collector to a 4 lane collector between Flour Bluff Drive and Laguna Shores Road.
► 3. Redesignate Laguna Shores Road from an arterial to a 4 lane collector between Park Road 22 and the proposed Debra Street intersection.
► 4. Redesignate Laguna Shores Road from an arterial to a 2 lane parkway between the proposed Debra Street intersection and Yorktown Blvd. (a rural street cross section is acceptable without curb and gutter between Glenoak and Graham Road and should include continuous stabilized 7-8 shoulders on both sides of Laguna Shores and an 8' concrete bikeway on the water side of the street. (also see Policy Statement D.12)
► 5. Extend Jamaica/Debra Streets as a 2 lane, neighborhood collector, northward to Laguna Shores Road.
► 6. Redesignate a portion of Yorktown between Waldron Road and Laguna Shores Road from an arterial to a 4 lane collector.
► 7. Designate Compton and Knickerbocker Streets as 2 lane collectors.
► 8. Redesignate Stone/Jester Streets from collector to local streets and designate a loop 2 lane collector system between Flour Bluff Drive and SPID on Matlock, Claride and Lakeside Streets.
► 9. Designate Division Road as a 2 lane collector between the Cayo Del Oso and Waldron Road. Note, designation of Division Road provides an opportunity to cross the Cayo Del Oso should there be a need to do so in the future.
► 10. Delete proposed collector connections between Glenoak and Yorktown west of Flour Bluff Drive.
► 11. Illustrate proposed extension of Caribbean Drive Street between Waldron and Flour Bluff Drive however, it is important to note that this extension of Caribbean should not traversed the existing Waldron Park and proposed recreation facilities on Waldron Field. (See Policy D.14)
► 12. Realign proposed collector between St. Peter Street and Caribbean Drive to existing St. Francis Street.
► 13. SPID grade separation with east bound on-ramp and a west bound off-ramp at the Park Road 22/Laguna Shores Road intersection. Such a configuration should be considered long range and is only an option, subject to evaluation and study in combination with the raising the JFK Causeway.

FIGURE 10 TRANSPORTATION PLAN



▸14. Delete extension of Jamaica between Mediterranean and Yorktown.
▸15. Retain public rights-of-way at the Laguna Madre terminus of Glenoak Drive, Caribbean Drive, Mediterranean Drive and Yorktown Blvd. and at the Cayo Del Oso terminus of Graham Road. Retention and/or expansion of these streets to a 60' minimum right-of-way to state waters is necessary. These streets will provide opportunities for turn-a-rounds, looks-outs, limited public seating, lighting and landscaping.

POLICY STATEMENT C.2

The City encourages the Navy to expedite the closure of streets within clear zones and to establish a security fencing around all Clear Zones. This will reduce the opportunity for unauthorized access to the Naval Air Station lands.

POLICY STATEMENT C.3

To assure adequate circulation and egress in times of emergency, the City places as a priority extension of Debra/Jamaica Street as a north/south collector north of Mediterranean to serve as relief to Laguna Shores Road. The 6 inch seasonal tide makes Laguna Shores Road impassible. Compounding this, the section of Laguna Shores from Graham to Caribbean is in a FEMA V zone, which makes the area susceptible to flooding and wave action. Furthermore, upgrading Laguna Shores to full arterial status would be difficult or impossible given existing (federal) environmental regulations in this area. Debra Street should be extended as a second collector running parallel to Laguna Shores Road to be used for the bulk of the traffic. Debra Street could also serve as a backup for Laguna Shores Road since there is often road closure from Purdue to Graham.

POLICY STATEMENT C.4

Continue sidewalk improvement programs including those associated with the Voluntary Paving Program, the School Sidewalk Program, the street capital improvement program, and as part of new subdivision development. In addition, "sidewalk only" street improvements should be based on the following criteria:

- **Sufficient right-of-way exists to permanently place the sidewalk thus avoiding sidewalk relocation costs when full street improvements are constructed.**
- **Priority should be given to projects likely to serve the greatest number of users.**
- **Priority should be given to projects which are most likely to increase pedestrian safety.**

POLICY STATEMENT C.5

CAPITAL IMPROVEMENT NEED

Policy objectives in descending order of priority for improvements should be projects which will efficiently serve the Flour Bluff Area with emphasis on:

1) Completion of currently recommended capital improvement program (CIP) street projects,

2) Better access from areas and roads subject to periodic flooding, and

3) Enhanced access to and from South Padre Island Drive.

The following is a prioritized group of transportation improvement projects for the Flour Bluff area. Each of these projects is subject to change during the City's annual capital improvement prioritization process. The list is broken down into three categories:

I. CIP Recommended Projects - highest priority group in current Capital Improvement Program;
II. CIP Future - medium priority included in current CIP;
III. High Priority ADP Projects - not included in the current CIP, however, these projects should be considered for inclusion in either category I or II; and
IV. ADP Proposed - lowest priority not included in current CIP (See Figure 11).

I. CIP Recommended Projects:
- Waldron Road - Compton to Purdue
- Knickerbocker Street Extension - Waldron to O'Connell

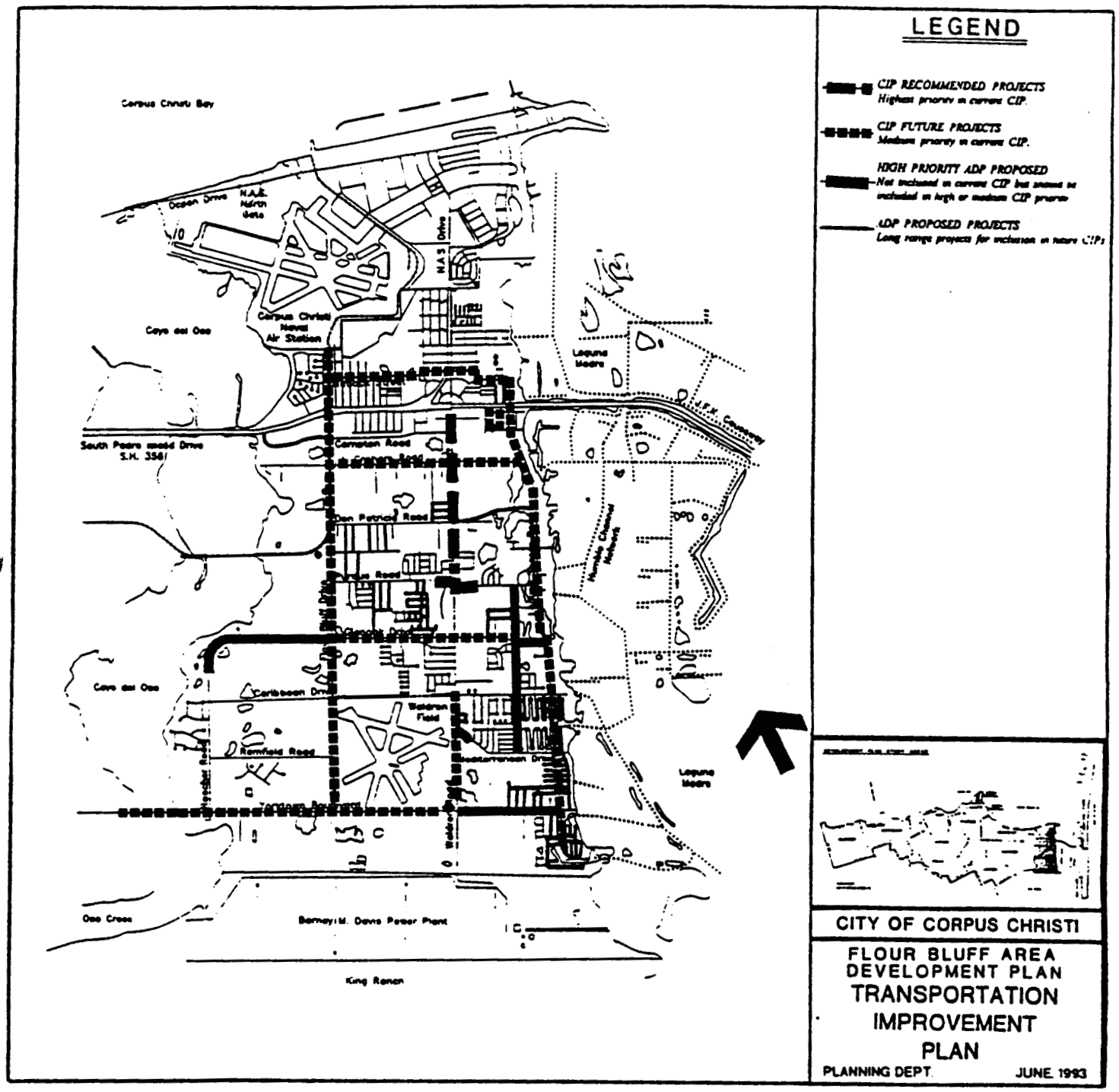
II. CIP Future Projects:
- Laguna Shores Road - SPID to Yorktown
- Graham Road - Flour Bluff Drive to Laguna Shores
- Caribbean Drive - Waldron to Laguna Shores
- Matlock/Claride - NAS to Flour Bluff Drive
- Flour Bluff Drive - SPID to Yorktown and SPID to Sunbird
- Claride/East Lakeside - NAS to SPID
- Waldron Road - Caribbean to Yorktown
- Yorktown Blvd. - Cayo del Oso to Waldron
- Glenoak Drive - Flour Bluff Dr. to Laguna Shores
- Flour Bluff Neighborhood Streets - curb/gutter/sidewalk improvements contingent on residents' petition for improvements
  - Gateway Park Area Streets
  - Catcay - Caribbean to cul-de-sac
  - Azores - Caribbean to cul-de-sac
  - Jamaica - Mediterranean to Caribbean
  - Laguna Shores - Mediterranean to Caribbean

III. High Priority ADP Proposed Projects:
- Mediterranean Dr. - Tranto Street to Waldron Drive
- Debra/Jamaica Extension - Caribbean to Purdue Road (see C.3)
- Glenoak - connect with Roscher Road
- Purdue/Waldron intersection - eliminate off set
- Yorktown - Waldron to Laguna Shores Road

IV. ADP Proposed:

- Caribbean - Flour Bluff Dr. to western edge of Waldron Park
- Laguna Shores - Yorktown to south terminus
- Don Patricio - Waldron to Laguna Shores
- Compton - Flour Bluff Drive to SPID
- Neighborhood Street Improvements - curb/gutter/sidewalk improvements contingent on residents' petition for improvements
  - Flour Bluff Gardens
  - Don Patricio Subdivision
  - Bakers Acres
  - Homedale Subdivision/Retta Dr.
  - Waldron Subdivision
  - Oak Ridge/Laguna Heights subdivisions
  - Laguna Vista Shores/Holiday Harbor
  - Bayside Acres/Yorktown Heights
  - Blue Water/Tyler Subdivisions
  - Laguna Madre Cove
  - Bayberry Terrace
  - Tropic Isles

FIGURE 11 TRANSPORTATION IMPROVEMENT PLAN



D. PUBLIC UTILITIES AND SERVICES

POLICY STATEMENT D.1

The City will up-date its water, wastewater, stormwater and other appropriate master service plans to accommodate development proposed in the Flour Bluff ADP.

WATER

POLICY STATEMENT D.2

The City will construct the distribution main on Laguna Shores Road between SPID and Division Road.

POLICY STATEMENT D.3

Develop a five year program to bring substandard water lines into compliance. Give highest priority to areas with the greatest population density. Give higher priority to those streets where street improvements i.e., widening, curb/gutter installation etc. could be combined with water line replacement. Potential funding sources: revenue bonds; state/federal grants; and/or use funds from water revenues.

Expand the street paving assessment program to include an option to improve substandard water lines, gradually improving water mains in areas where the property owners are willing to participate in a voluntary assessment program.

STORMWATER

POLICY STATEMENT D.4

The City will work with Federal and State agencies to use, where feasible and environmentally beneficial, natural or man-made wetlands as stormwater retention facilities.

POLICY STATEMENT D.5

The City will strive to assure stormwater discharges occur where the soil is stable, or require dissipaters. This would reduce the amount of erosion, which contributes to stormwater flow problems and degradation of water quality consistent with NPDES mandates. At the same time the

City should encourage stormwater system development which uses existing natural and man-made retention ponds.

WASTEWATER

POLICY STATEMENT D.6

The overall long range goal for wastewater service in Flour Bluff is to continue eliminating on-site disposal systems. Due to the sensitive wetlands environment, protection of water quality and, high water table which make traditional on-site septic systems less feasible than in areas with deeper water tables, the City should require residents to tie on to the system when it is made available.

Development objectives:

o a. Until City wastewater service can be provided to undeveloped portions of Flour Bluff, environmentally safe on-site waste disposal systems may be used only if they meet State standards.

o b. Continue the wastewater program that provides a discount of pro rata and hook-up fees for property owners who tie onto new wastewater lines within a reasonable time after installation (3 years).

o c. Request funding from Community Development Block Grants (CDBG) for a low interest loan program to assist low income property owners who wish to tie onto the city wastewater system. Such funding could also come from Utility Department Revenue and loan payments could be made via the utility bill to minimize red tape.

PARKS & RECREATION

POLICY STATEMENT D.7

The City will restrict expansion of recreation facilities at Dimitt Pier and Caribbean Park as they are in the Navy's Air Installation Compatible Use Zones (AICUZ).

POLICY STATEMENT D.8

Expansion of Parker Park to the west along Graham Road is a top priority. New property is needed to expand parking for the adjacent community center.

POLICY STATEMENT D.9

Initiate a design study to provide a new multi-use facility at Parker Park, possibly including a branch library (see D.15), a location for cultural exhibits, displays and events. If a branch library is incorporated into this park it must be carefully planned to complement existing and proposed park improvements. These proposed improvements might include a theme play area, centered around Corpus Christi history, such as Karancahua, Spanish explorers or information about the King Ranch. Inclusion of an outdoor congregation area/amphitheater (outside AICUZs) could be a central part of this concept.

POLICY STATEMENT D.10

Through donation, dedication or purchase acquire land for a park(s) along the Cayo Del Oso and the Laguna Madre as indicated on the future land use plan map. These parks include, but are not limited to, the following locations:

- a. On either side of the Oso rail road bridge and Division Road;
- b. The southside of Yorktown Blvd. where Yorktown crosses the Cayo Del Oso; and
- c. A 20 to 30 acre community park along the Laguna Madre Shoreline.

POLICY STATEMENT D.11

The City development objectives for the Cayo Del Oso shoreline (see Figures 2 and 10) include:

- a. Gateway improvements to city owned property at the entrance to Flour Bluff. Such improvements should include landscaping, appropriate signage, lighting and, if there is sufficient room on the property, seating areas for viewing the Cayo Del Oso.
- b. The City will develop and improve fishing areas, vehicular access and parking at the Naval Air Station Railroad bridge connecting to Division Road on Flour Bluff and Holly Road on the southside. It is possible to use the bridge for a bike/jogging path link between the east and west shores of Cayo del Oso. However, the bike/jogging path must be safely separated from fishing activities on the bridge.
- c. Designated park south of Yorktown Blvd. on the Cayo Del Oso.

POLICY STATEMENT D.12

Develop Laguna Shores Road into a scenic parkway.

Development objectives include:

- a. A key element of the proposed parkway would be a bikeway in the street right-of-way. The bikeway should be 8' wide, placed on the east side of the parkway, constructed of concrete and separated from the main vehicular travel lanes.
- b. Develop the green belt potential of the parkway by creating intersecting bikeways along drainageways and streets that connect with the parkway.

o c. Beautify the entrance to the Parkway at SPID. A gateway with landscaping and appropriate signage with lighting should identify the entrance to the parkway.
o d. Where approval can be obtained from appropriate agencies obtain state grants to install parking/observation structures next to the red duck pond and other areas near the Laguna Madre. The city should consider using the 40' right-of-way south of the Red Duck Pond for parking and birdwatching observation structures. Where city land is not available, the City should seek leases with the General Land Office to provide these facilities.

POLICY STATEMENT D.13

To increase building use and service to residents the City will pursue a joint use agreement with Flour Bluff Independent School District (FBISD) for recreation and park facilities. Presently the City has an agreement for use of classrooms only, for the Latchkey Program. The agreement would include gymnasiums, ball fields, tennis courts, etc. for expanded recreational programs.

POLICY STATEMENT D.14

Due to deteriorated facilities, inefficient design, limited expansion areas and conflicts with navy operations, the City will relocate the Joint use facility at the southeastern corner of Waldron Field. Relocation of this facility will be contingent upon obtaining a lease for recreational use of naval property at the northeastern corner of Waldron Field with access to Waldron Park and frontage on Waldron Road. If a lease can be obtained, the City will develop a youth sports complex adjacent to Waldron Park on Navy property. Primary street access will be provided off of Waldron Road.

LIBRARY SYSTEM

POLICY STATEMENT D.15

Consistent with the City Library Master Plan initiate a design study to provide a new 12,000 square foot branch library. The City and Flour Bluff Independent School District should determine if a joint use facility is feasible. If it is not feasible, a new branch library should be built in the vicinity of Parker Memorial Park.

The Parker Park location provides a cost efficient and complementary combination of city services i.e., swimming pool, senior center, tennis courts, health department center etc., and provides excellent access to the many Island residents who use the library. In addition, construction of a branch library at Parker Park provides and opportunity to combine the new library with recreational multi-use facility. (see Policy Statement D.9)

Design and location objectives in the vicinity of Parker Park should include:

o a. Location of the library outside of the Navy's Accident Potential Zone 2 which cuts across the rear portions of the park.
o b. Provision of parking with an adequate number of spaces for joint use by the library, health clinic, community center, and passive/active recreation user which can be located in the APZ-2.
o c. Construction of a single story library facility rather than a multi-story structure. In order to provide sufficient land area one option that should be considered is the relocation of the existing tennis courts to the vacant northern portion of the park (inside APZ-2).
o d. Rezoning of the property to an appropriate zoning district.
o e. If sufficient space can be made available, garage space for a bookmobile serving island residents should be provided.

COMMUNITY DEVELOPMENT

POLICY STATEMENT D.16

The City should strengthen CDBG marketing and public awareness programs for qualifying residents and commercial uses. Although portions of Flour Bluff may be eligible for Community Development Block Grant programs, residents have rarely participated in these programs.
Public awareness can include: an intense program of neighborhood meetings, advertisement, house to house canvasing, and targeting of areas for street, curb, and gutter improvement. While meeting plan recommendations for residential and business activities in AICUZs, the City should encourage community development programs for:
o a. code enforcement;
o b. neighborhood improvement and beautification;
o c. housing rehabilitation; and
o d. neighborhood relocation.

POLICY STATEMENT D.17

The City will increase attention to areas of blight since they create a negative aesthetic reflection of the community, and are a hazard to the health and welfare of the citizens.
Following sound land use practices contained within the Comprehensive Plan will help to prevent future residential developments from the negative impacts created by industrial and commercial developments. In addition, the City will help reduce existing blight influences by:
o a. where feasible providing landscaping improvements in public rights-of-way along the SPID/NAS Drive corridor;
o b. encourage private property to exceed required landscaping improvements and provide landscaping improvements along SPID and NAS Drive;
o c. where consistent with future land use, provide incentives to encourage rehabilitation of older areas, or relocate housing or residents, to areas that provide safe, sanitary housing;
o d. pursuit of code enforcement of buildings and signs along NAS Drive and SPID. This would improve appearance and instill pride in the area and the community.

CAPITAL IMPROVEMENTS

POLICY STATEMENT D.18

The following services/improvements appear to warrant consideration in the city's five year capital improvement program.

Throughout the public meetings, the need for basic services was a common thread in discussions. Clearly, there is significant need for public improvements in the Flour Bluff area. However, in responding to this issue, it is imperative that we make a distinction between those improvements for which the City is responsible and those that will be implemented by developers and property owners as a condition for city approval of development permits. Furthermore, many improvements suggested in the plan may whether or not a city responsibility will not be needed for many years to come. The improvements listed below are considered both needed in the near term and a responsibility of the city.

o Extend Mediterranean Drive to Waldron Road - one of the most densely populated areas of Flour Bluff is the Tropic Isles and Caribbean Subdivisions. This extension of approximately 600' would reduce traffic on Caribbean Drive...currently the route to Waldron Road from this area.

o Improve the Purdue/Waldron Street intersection with the objective to eliminate the off-set of Purdue Street thereby creating traditional and safer 4 way intersection. This will also eliminate the need for two traffic lights. Purchase of property on both the east and west sides of Waldron Road would be needed. Most of the property that would be need is currently vacant.

o Continue to proactively install fire hydrants/improve water systems that do not meet standards. Continue to require new development to meet current standards for fire hydrant location and water system design.

o Reconstruction and widening of Flour Bluff Drive has been identifies as one of the priorities for the next bond program which would require voter approval. The project would have to compete with all other needs recommended for funding. If Flour Bluff Drive cannot be fully improved during the next five years consider lower cost intermediate improvements. Left turn lanes at Graham, Purdue, and Glenoak Drives would help keep traffic moving and prevent motorists from passing on the shoulder. This is especially important as there are no sidewalks along this street and pedestrians sometime stray near the street shoulder area. Such right-of-way would be required as dedication when any of these property owners plat their property or purchased as money becomes available.

o Approximately 600 septic systems exist in Flour Bluff. Almost 400 of these systems serve property that has an existing wastewater main available to serve the property. Current City Wastewater Programs offer incentives to tie onto the City system however, property owners' costs to provide a connecting pipeline from the residence to the wastewater main in the street make tieing onto the city system expensive. Offer a revolving low interest program to finance improvements on private property necessary to connect a city wastewater line to a residence.

Approach banks in Flour Bluff to determine if they would finance or administer such loans. Seed money might also come from utility revenue, CDBG, or other State or Federal programs.

o Improvements to Graham Road, between Waldron Road and Laguna Shores Road. De-emphasis of Laguna Shores Road as a through street and emphasis upon the Debra Street Extension on Waldron Road for a more efficient collector/arterial network must be complimented by improvements to Graham Road as an important link between the Debra Extension and Waldron Road.

o Improvements to Yorktown Boulevard, west of Waldron Road and completion of Waldron Road widening between Caribbean and Yorktown. Flour Bluff residents require an alternative east-west arterial to the now near-exclusive predominant use of the SH 358 Expressway. Improvements to Yorktown and Waldron are part of a master plan to provide and outer arterial belt connecting the Flour Bluff area with the Southside Area, Westside Area and Northwest Area via Yorktown, Saratoga and Rand Morgan Road.

o Improvements to connect Glenoak with Roscher Road to provide better neighborhood access.

o Area wide residential area and continuous street lighting improvements.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
c/o CCSU, Campus Box 338
6300 Ocean Drive
Corpus Christi, Texas 78412

TAKE PRIDE IN AMERICA

December 23, 1991

Nancy Harvieux
City of Corpus Christi, Planning Department
1201 Leopard
Corpus Christi, Texas 78401

Dear Ms. Harvieux:

Per your telephone request of November 13, 1991, we have compiled the following information to assist you in the City of Corpus Christi's long-range planning efforts. You asked for material pertaining to listed and candidate species, as well as information highlighting the significance of the wetland types, which occur in Nueces County.

The purposes of the Endangered Species Act (Act) of 1973, as amended, were to conserve ecosystems on which threatened and endangered species depend, to provide for the conservation of such species, and to take steps to achieve the purposes of the treaties and conventions as stated in Section 2(a) of the Act (see enclosure). Under the law, the Secretary of the Interior (acting through the Fish and Wildlife Service) has broad powers to protect and conserve all forms of wildlife and plants he finds in serious jeopardy. The Secretary of Commerce, acting through the National Marine Fisheries Service, has similar authority for protection and conservation of marine life.

A listed species is one whose status is legally recognized as threatened or endangered following a formal "rulemaking" procedure for determining which species would be placed on the U.S. List of Endangered and Threatened Wildlife and Plants. This "rulemaking" is the process used by Federal agencies (and many States) to propose and later adopt regulations which have the effect of law and which apply to all U.S. residents. An endangered species is defined as any species which is in danger of extinction throughout all or a significant portion of its range. Threatened species are defined as those species which are likely to become endangered within the foreseeable future throughout all or a significant portion of their range. Prior to any animal or plant being placed on the Federal species list, threats from habitat destruction, pollution, overharvesting, disease, predation, or other natural or man-made factors must be reviewed and evaluated.

Section 9 of the Act prohibits possession of, "take" of, or transportation of a listed species in interstate or international commerce without special permission. The term "take" as defined in the Act means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. This broad definition of "take" protects the habitat of a listed species as well as the individual organism. The Act also requires all Federal agencies to ensure that the activities they undertake or permit will not jeopardize the continued existence of listed species or result in adverse impacts to their critical habitat. The Act does allow the taking of listed species incidental to an agency action if such taking would not jeopardize the species.

The determination of jeopardy is the responsibility of the Fish and Wildlife Service (Service). With regard to cases where incidental take will not jeopardize a species, the action agency must adopt terms and conditions and reasonable and prudent measures identified by the Service to minimize the level of incidental take. Individuals or entities planning an activity which may modify potential habitat of a listed species, but lacking a Federal link, are also liable for "take" under the Act. These individuals or entities should contact the Service for further advice before project construction or clearing is initiated. In some cases, project design can be modified to avoid take, but in the event that take can not be avoided, and the take would be incidental to and not the purpose of, carrying out an otherwise lawful activity, the aforementioned party(ies) can apply for a Section 10 permit for incidental take (see enclosure). The conservation of "critical habitat", the areas of land, water, and air space needed by a listed species for its survival, is also warranted by the Act. Designation of critical habitat for listed species must go through the same rulemaking procedure as was required to list the individual species. Critical habitat for a listed species includes the breeding sites, cover and shelter, and surrounding habitat that allows for normal population growth, maintenance, and behavior. Critical habitat has not been established for a majority of listed species, although the Act allows for listing of critical habitat subsequent to listing of a species. Except in certain circumstances, determined by the Secretary, critical habitat shall not include the entire geographical area which can be occupied by the listed species.

The Act requires a determination of whether species of wildlife and plants are endangered or threatened based on the best available scientific and commercial data. Therefore, the Service has gathered data, over time, regarding numerous taxa of animals (fishes, amphibians, reptiles, birds, mammals, sponges, crustaceans, arachnids, insects, snails, bivalve mollusks, and plants) native to the United States, that have appeared to merit consideration for listing. These species of animals and plants are referred to as candidate species and a list of these candidate species is updated every two years in the animal or plant Notice of Review (50 CFR Part 17) wherein these species are assigned to one of three categories described below. Candidate species have no legal protection under the Act.

Category 1 is comprised of taxa for which the Service currently has substantial information on hand to support the biological appropriateness of proposing to list as endangered or threatened. Development and publication of proposed rules on these taxa are anticipated and therefore the Service encourages Federal agencies and other appropriate parties to give consideration to such taxa in environmental planning.

Category 2 includes taxa for which available information indicates that proposing to list is possibly appropriate, but for which substantial data on biological vulnerability and threats are not currently known to support the immediate preparation of listing rules. Inclusion of species in this category will encourage investigation of the status and vulnerability of these taxa and consideration of them in the course of environmental planning.

Category 3 comprises taxa that were once being considered for listing but are not currently receiving such consideration because; the species is now believed to be extinct (Category 3A), or the species was taxonomically revised and no longer meets the Act's legal definition of a species (3B), or the taxa is now considered to be more abundant and/or widespread than previously thought (3C).

The following inventory of Federally-listed endangered (E), threatened (T), and candidate animals and plants (Categories 1 and 2) which occur in Nueces County is provided for your convenience. Photocopies of material pertinent to the individual species is also enclosed.

American peregrine falcon (Falco peregrinus anatum) - E
Arctic peregrine falcon (Falco peregrinus tundrium) - T
Audubon's oriole (Icterus graducauda audubonii) - C2
black-spotted newt (Notophthalmus meridionalis) - C2
brown pelican (Pelecanus occidentalis) - E
Chandler craig-lily (Anthericum chandleri) - C2
ferruginous hawk (Buteo regalis) - C2
green sea turtle (Chelonia mydas) - T
Gulf Coast hog-nosed skunk (Conepatus leuconotus texensis) - C2
hawksbill sea turtle (Eretmochelys imbricata) - E
jaguarundi (Felis yagouaroundi) - E
Kemp's ridley sea turtle (Lepidochelys kempi) - E
leatherback sea turtle (Dermochelys coriacea) - E
loggerhead sea turtle (Caretta) - T
long-billed curlew (Numenius americanus) - C2
migrant loggerhead shrike (Lanius ludovicianus migrans) - C2
mountain plover (Charadrius montanus) - C2
northern grey hawk (Buteo nitidus) - C2
ocelot (Felis pardalis) - E
piping plover (Charadrius melodus) - T
reddish egret (Egretta rufescens) - C2
Rio Grande lesser siren (Siren intermedia texana) - C2
Sennett's hooded oriole (Icterus cucullatus sennettii) - C2
slender rushpea (Hoffmanseggia tenella) - E
South Texas ambrosia (Ambrosia cheiranthifolia) - C1
Texas Botteri's sparrow (Aimophila botterii texana) - C2
Texas horned lizard (Phrynosoma cornutum) - C2
Texas maritime pocket gopher (Geomys personatus maritimus) - C2
western snowy plover (Leucoplius alexandrinus nivosus) - C2
Wright's yellow-show (Amoreuxia wrightii) - C2

In addition to information concerning endangered species, you also requested clarification on the significance of wetland types occurring in Nueces County. The wetlands of the Texas coastal plain, including Nueces County, are varied and consist of vegetated and unvegetated tidal flats, intertidal marshes, submerged grassbeds, bayous, deltas, isolated inland depressions, and wetlands associated with river floodplains such as resacas or oxbows.

Several types of marine wetlands occur along the bay and Gulf shorelines in Nueces County. Brackish and saline intertidal marshes, characterized by either smooth cordgrass (Spartina alterniflora) or low-growing halophytic (salt-loving) emergent vegetation such as saltwort (Batis maritima), glasswort (Salicornia spp.), etc., perform a variety of functions in the bay ecosystems. Salt marsh vegetation provides essential nutrients which form the base of the estuarine food chain. This food chain supports recreationally and commercially important finfish and shellfish along the Gulf coast and includes white shrimp, brown shrimp, blue crab, stone crab, oyster, red drum, black drum, Atlantic croaker, weakfish, speckled trout, and flounder. Marsh vegetation also binds the sediments with root structures, thereby preventing shoreline erosion.

Unvegetated sand and mud tidal flats render important primary production and ecological roles. These flats contain numerous species of invertebrates including amphipods, isopods, mysid shrimp, cumaceans, copepods, crabs, and a diverse array of other benthic infaunal arthropods, as well as annelids, molluscs, and bryozoans. The aforementioned invertebrates feed on the various species of algae, bacteria, and protozoa, as well as detritus which occur in the flats. These species are in turn fed upon by numerous species of fish and crustaceans occurring throughout the bays' ecosystems. These wetland marsh and tidal flat areas also provide important foraging and resting habitat for numerous species of shorebirds and piscivorous water birds, including great blue herons, tricolored herons, reddish egrets, little blue herons, great egrets, snowy

egrets, roseate spoonbills, white ibis, American bitterns, green-backed herons, night herons, American avocets, black-necked stilt, black skimmer, and a variety of gulls, terns, sandpipers, and plovers. In fact, the Federally-listed threatened piping plover is known to use a number of intertidal flats in the Corpus Christi-Nueces Bay and upper Laguna Madre system.

Submerged habitats in the local bay systems are characterized by submerged stands of aquatic vegetation including five species of seagrasses: shoalgrass (Halodule wrightii), turtlegrass (Thalassia testudinum), widgeongrass (Ruppia maritima), manateegrass (Syringodium filiforme), and Gulf halophila (Halophila engelmannii) occurring in either dense stands or interspersed with bare bay bottom. These seagrass meadows support complex communities of small invertebrates, crustaceans, and juvenile finfish. The bays and their surrounding tidal flats, marshes, and submerged grassbeds are used by numerous waterfowl including pintail, shoveler, blue-wing teal, green-wing teal, American wigeon, scaup, redhead ducks, Canada geese, and snow geese.

Several types of freshwater wetlands are found in Nueces County. The channel of the Nueces River is classified as a riverine wetland and includes all wetlands and deepwater habitats contained within the channel except for the wetlands dominated by trees, shrubs, persistent emergents, and/or emergent mosses or lichens which exist along its banks. These vegetated wetlands are considered palustrine, emergent wetlands. The riverine system ends downstream at the interface with Nueces Bay where the concentration of ocean-derived salts exceeds 0.5% during the period of annual average low flow. The river and its adjacent palustrine wetlands support numerous species of fish (gar, carp, catfish, bass, sunfish, crappie, and various minnows), reptiles (alligators, turtles, and snakes), amphibians (frogs and salamanders), and invertebrates. Native riparian woodlands (cedar elm, ash, hackberry, live oak community), growing along the river banks and in the floodplain, depend on near-surface groundwater and/or regular flooding to maintain their moisture regime. Since these riparian forests supply water, this habitat type is often more productive for wild flora and fauna than adjacent upland habitats and generally sustains higher species diversity. The wetlands associated with the Nueces River floodplain, including oxbows and seasonally flooded depressions, receive heavy use by migratory birds including waterfowl, wading birds, shorebirds, songbirds, and cranes. Riparian vegetation within the floodplain provides cover, food, and resting and nesting areas for migratory and resident birds such as warblers, vireos, woodpeckers, turkeys, herons, egrets, anhingas, and woodstorks; as well as homes for a diversity of mammals, reptiles, amphibians, and invertebrates. In a one-day observation, local birding enthusiasts counted over 200,000 migrating hawks resting in wooded areas along the Nueces River near Hazel Bazemore Park. Ocelots and jaguarundi, both Federally-listed endangered species, require not only thick brush habitat, but also use riparian wooded corridors for travel purposes.

Riverine systems nationwide are most heavily impacted by upstream impoundments and point and non-point source contamination from various sources. The Nueces River is no exception. Reduced instream flows in the river, due to the Choke Canyon and Lake Corpus Christi reservoirs, have primarily adversely impacted wetlands in the floodplain of the river by eliminating flood flows that would (1) feed and nourish these wetlands, (2) scour and remove accumulated sediment, actions needed to halt succession and perpetuate the wetlands, and (3) dilute salinities within the Nueces Bay estuary. Since riparian wetlands are at least partially dependent on flooding events, these woodlands are also adversely impacted by loss of flood flows. Riparian areas are a valuable resource needing protection from draining and filling activities since 70% of the original floodplain forest in the lower 48 states has been cleared for agricultural and urban uses (Brinson et al., 1981).

Lacustrine wetlands (lakes and ponds) in Nueces County are by and large man-made impoundments. These habitats have various degrees of utility to wildlife and fishery resources depending on their configuration, depth, and the quality of their water source. One example of a highly valuable, man-made, lacustrine wetland can be found in Flour Bluff on Glenoak Drive, and is locally known as "Redhead Pond". The high intensity use of this pond by migratory waterfowl and resident waterbirds, mammals, etc. derives from its provision of fresh-to-brackish water during periods when fresh water is a limiting resource in the area. This pond also has a shallow perimeter which has allowed the establishment of emergent vegetation. The emergent marsh not only acts as cover for wildlife, but also as a filtering system for stormwater runoff and as a supply of nutrients to the pond. Another important lacustrine wetland resource in the county is a cluster of flooded gravel pits, dug in the floodplain of the Nueces River, which serve as excellent habitat for migratory and resident birds, other wildlife species, and fish. Especially valuable are those gravel pits which are near the river, isolated from residential construction, and which are at least partially surrounded by riparian vegetation. The results of annual bird surveys in and around these gravel pits shows the use of these areas by a wide diversity of bird life.

Marshes; swamps; bogs; fens; prairies; and other small, shallow, permanent or intermittent water bodies (ponds or potholes) are considered palustrine wetlands (Cowardin et al., 1979). Palustrine habitats in Nueces County serve as essential sources of drinking water, food, and resting areas for various species of migratory, shore, and wading birds. These wetlands also supply the freshwater required for many bird species to maintain salt gland functions. Submergent and emergent wetland plants and associated upland vegetation furnish forage for waterfowl, marsh birds, shorebirds, upland game birds, songbirds, and other wildlife. This vegetation also plays a key role in contributing vital nutrients to the aquatic ecosystem and in substrate stabilization.

Depressional pothole wetlands extend along the Texas coastal plain from Brownsville to Port O'Connor and are vital habitats for wildlife in Nueces County. A number of the most significant palustrine wetlands in Nueces County are depressional potholes and swales found on the barrier islands and on the Encinal Peninsula (Flour Bluff). Palustrine open water, semi-permanently flooded wetlands predominate on the Encinal Peninsula. The significance of these depressional wetlands to migratory birds and other wildlife was documented by Chaney (1981), Spiller and French (1986), and Collins (1987) (see enclosures).

A complex of live oak brush and adjacent potholes consists of numerous depressions of varying sizes found on the Pleistocene Strandplain sand formation which comprises the Encinal, Live Oak, Blackjack, and Lamar Peninsulas. The main concentration of live oak groves on the Texas coastal plain occurs on the Encinal and Live Oak Peninsulas. Flour Bluff encompasses the area in Nueces County on which remaining fragmented stands of live oak brush potholes are found. As documented by Collins (1987), the aquatic vegetation associated with the live oak potholes is often extremely diverse (see enclosure). On the neighboring Live Oak Peninsula potholes, surrounding upland vegetation is primarily live oak, red bay, yaupon, green briar, and mustang grape with a variety of other grasses, forbs, and shrubs interspersed or growing on the edges of the brush. The live oak brush pothole wetland complex supports a wide array of fish and wildlife species. During field observations of 18 potholes and surrounding brush communities on the Live Oak Peninsula, Collins (1987) recorded 20 species of mammals, 10 species of reptiles and amphibians, and four species of fish. Gunter (1950) documented five additional fish species in potholes on Aransas National Wildlife Refuge (Live Oak

Peninsula). However, these pothole wetlands are probably most important to wintering waterfowl and other birds, as was confirmed by Collins (1987) observations of 73 bird species using Live Oak Peninsula potholes (see enclosures).

Pothole wetlands have declined in number and deteriorated in quality due to impacts from human activities such as drainage for agriculture and residential development, road construction, and contamination from polluted runoff. Pothole wetlands along the central Texas coast, particularly those associated with the live oak-brush community, continue to experience severe developmental pressure (Collins, 1987). Palustrine habitats in Flour Bluff and on Mustang and South Padre Islands are becoming scarce due to residential development. Due to the scarcity and importance to organisms such as waterfowl, the Service has included these habitats in Resource Category 2 in accordance with its mitigation policy, as described in the Federal Register dated January 23, 1981. The mitigation planning goal for this Resource Category is no net loss of in-kind habitat value. This goal, as well as the President's own no-net-loss policy for wetlands in general, could best be met by avoiding any filling of this wetland type.

Wetlands are being destroyed at the rate of one-half million acres per year in the United States. This has reduced the estimated 120 million acres of wetlands existing at the turn of the century to presently less than 60 million acres. This loss of wetlands, combined with other factors, has resulted in reduced populations of migratory species. Waterfowl habitat has become increasingly threatened in recent years due to the adverse modification of wetlands by either draining or filling. As a result, the governments of Canada and the United States have entered into an agreement known as the North American Waterfowl Management Plan (Plan) to implement measures which will attempt to reverse these negative trends. Recently, the Corps of Engineers has endorsed the Plan by signing a memorandum of understanding with the Service and has agreed to consider the goals of this program with regard to reviewing Section 404 (Clean Water Act) permit applications for projects slated to take place in wetlands.

You also requested our principal site concerns for the Flour Bluff area, therefore habitat considerations for this peninsula are summarized in this paragraph. Since information regarding values and losses of habitat types is presented earlier in this letter, a brief list of our major areas of interest is outlined herein. All intertidal areas along the Flour Bluff shoreline are due consideration with regard to being jurisdictional wetlands needing Corps Section 10/404 permits for alterations. Both the Oso Bay and Laguna Madre shorelines of the Encinal Peninsula consist of either halophytic marsh and/or unvegetated intertidal zone. In particular, those intertidal areas of shoreline lacking vegetative cover should be investigated for potential use by piping plovers and reddish egrets, a Federally-listed species and a candidate Category 2 species, respectively. As an example, these birds have been noted foraging on the Laguna Madre shoreline at the terminus of Lola Johnson road. Many of the remnant depressional "potholes" in Flour Bluff also merit conservation as important wildlife habitat, and Corps determination of wetland jurisdiction is prudent prior to any planning and/or implementation of conversion of these areas. Some lacustrine habitats in Flour Bluff are valuable wildlife habitat, especially the Redhead Pond on Glenoak Drive. Please be advised that this pond in now owned by the Texas Parks and Wildlife Department and is considered a sanctuary. Finally, one major upland concern on the Encinal Peninsula is the live oak brush community, a habitat mainstay for migratory and resident birds. Also of significance are open maritime pocket gopher, a candidate Category 2 species. Primary threats to the continue existence of this mammal are paved developments and domestic cats.

We appreciate the opportunity to provide input on fish and wildlife concerns to the City of Corpus Christi. We especially would like to commend the Planning

Department for their active role in soliciting assistance with identifying important habitats in order to recognize these areas in the City's long-term development plans. The Service would like to offer assistance in any overall planning efforts and also on a project site-specific basis. Any activities planned by the City in areas adjacent to natural water bodies may be likely to impact wetlands and the Service will be glad to help with on-site identification of wetlands. All final delineations of jurisdictional wetlands however, must be conducted by the Army Corps of Engineers.

If you have any questions or need further assistance, please contact Robyn Cobb of this office at (512) 888-3346.

Sincerely,

Thomas E. Grahl

THOMAS E. GRAHL
Acting Field Supervisor

Attachments

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Brinson, M. M., B. L. Swift, R. C. Plantico, and J. S. Barclay. 1981. Riparian ecosystems; Their ecology and status. U.S. Dept. of Interior, Fish and Wildlife Service, FWS/OBS-8117. 155 pp.

Chaney, A. H. 1981. A study of the bird use of the wetlands in the middle Rio Grande Valley. Final Rep. U.S. Fish Wildl. Serv., Ecol. Serv., Corpus Christi, TX. 88 pp.

Collins, K. D. 1987. The distribution, status and ecological value of inland pothole wetlands associated with the live oak brush community in South Texas. U.S. Fish Wildl. Serv., Ecol. Serv., Corpus Christi, TX. 23 pp.

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Gunter, G. 1945. Studies on marine fisheries of Texas. Publ. Inst. Mar. Sci. Univ. Tex. 1(1):1-190.

Spiller, S. F., and J. D. French. 1986. The value and status of inland pothole wetlands in the Lower Rio Grande Valley, Texas. U.S. Fish Wildl. Serv., Ecol. Serv., Corpus Christi, TX. 18 pp.

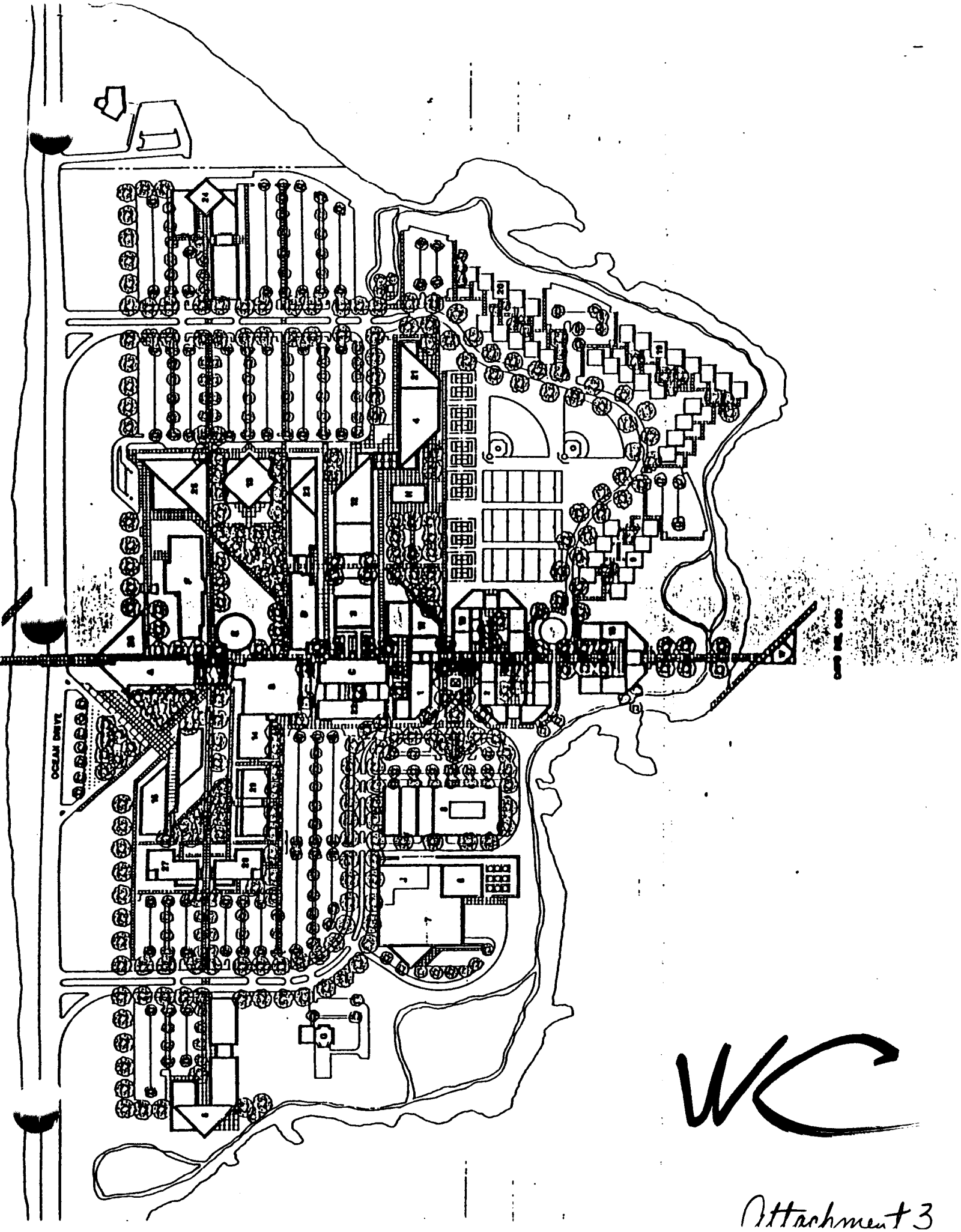
B. Department of the Navy Land Use Recommendations

TABLE 4. SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES

LAND USE SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-1	APZ-2
10	Residential			
11	Household units			
11.11	Single units: detached	N	N	Y[1]
11.12	Single units: semidetached	N	N	N
11.13	Single units: attached row	N	N	N
11.21	Two units: side-by-side	N	N	N
11.22	Two units: one above the other	N	N	N
11.31	Apartments: walk up	N	N	N
11.32	Apartments: elevator	N	N	N
12	Group quarters	N	N	N
13	Residential hotels	N	N	N
14	Mobile home parks or courts	N	N	N
15	Transient lodgings	N	N	N
16	Other residential	N	N	N[1]
20	Manufacturing			
21	Food & kindred products: manufacturing	N	N[2]	Y
22	Textile mill products: manufacturing	N	N[2]	Y
23	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	N	N	N[2]
24	Lumber and wood products (except furniture); manufacturing	N	Y[2]	Y
25	Furniture and fixtures: manufacturing	N	Y[2]	Y
26	Paper & allied products: manufacturing	N	Y[2]	Y
27	Printing, publishing, and allied industries	N	Y[2]	Y
28	Chemicals and allied products: manufacturing	N	N	N[2]
29	Petroleum refining and related industries	N	N	N

TABLE 4. SUGGESTED LAND USE COMPATIBILITY IN ACCIDENT POTENTIAL ZONES

LAND USE SLUCM NO.	NAME	CLEAR ZONE	APZ-1	APZ-2
60	**Services**			
61	Finance, insurance and real estate services	N	N	Y[6]
62	Personal services	N	N	Y[6]
62.4	Cemeteries	N	Y[7]	Y[7]
63	Business services	N	Y[8]	Y[8]
64	Repair services	N	Y[2]	Y
65	Professional services	N	N	Y[6]
65.1	Hospitals, nursing homes	N	N	N
65.1	Other medical facilities	N	N	N
66	Contract construction services	N	Y[6]	Y
67	Governmental services	N	N	Y[6]
68	Educational services	N	N	N
69	Miscellaneous services	N	N[2]	Y[2]
70	**Cultural, entertainment and recreational**			
71	Cultural activities (including churches)	N	N	N[2]
71.2	Nature exhibits	N	Y[2]	Y
72	Public assembly	N	N	N
72.1	Auditoriums, concert halls	N	N	N
72.11	Outdoor music shells, amphitheaters	N	N	N
72.2	Outdoor sports arenas, spectator sports	N	N	N
73	Amusements	N	N	Y[8]
74	Recreational activities (incl. golf courses, riding stables, water recreation)	N	Y[8,9,10]	Y
75	Resorts and group camps	N	N	N
76	Parks	N	Y[8]	Y[8]
79	Other cultural, entertainment and recreation	N	Y[9]	Y[9]
80	**Resource production and extraction**			
81	Agriculture (except livestock)	Y	Y	Y
81.5) 81.7)	Livestock farming and animal breeding	N	Y	Y
82	Agricultural related activities	N	Y[5]	Y
83	Forestry activities and related services	N[5]	Y	Y
84	Fishing activities and related services	N[5]	Y[5]	Y
85	Mining activities and related services	N	Y[5]	Y
89	Other resource production and extraction	N	Y[5]	Y



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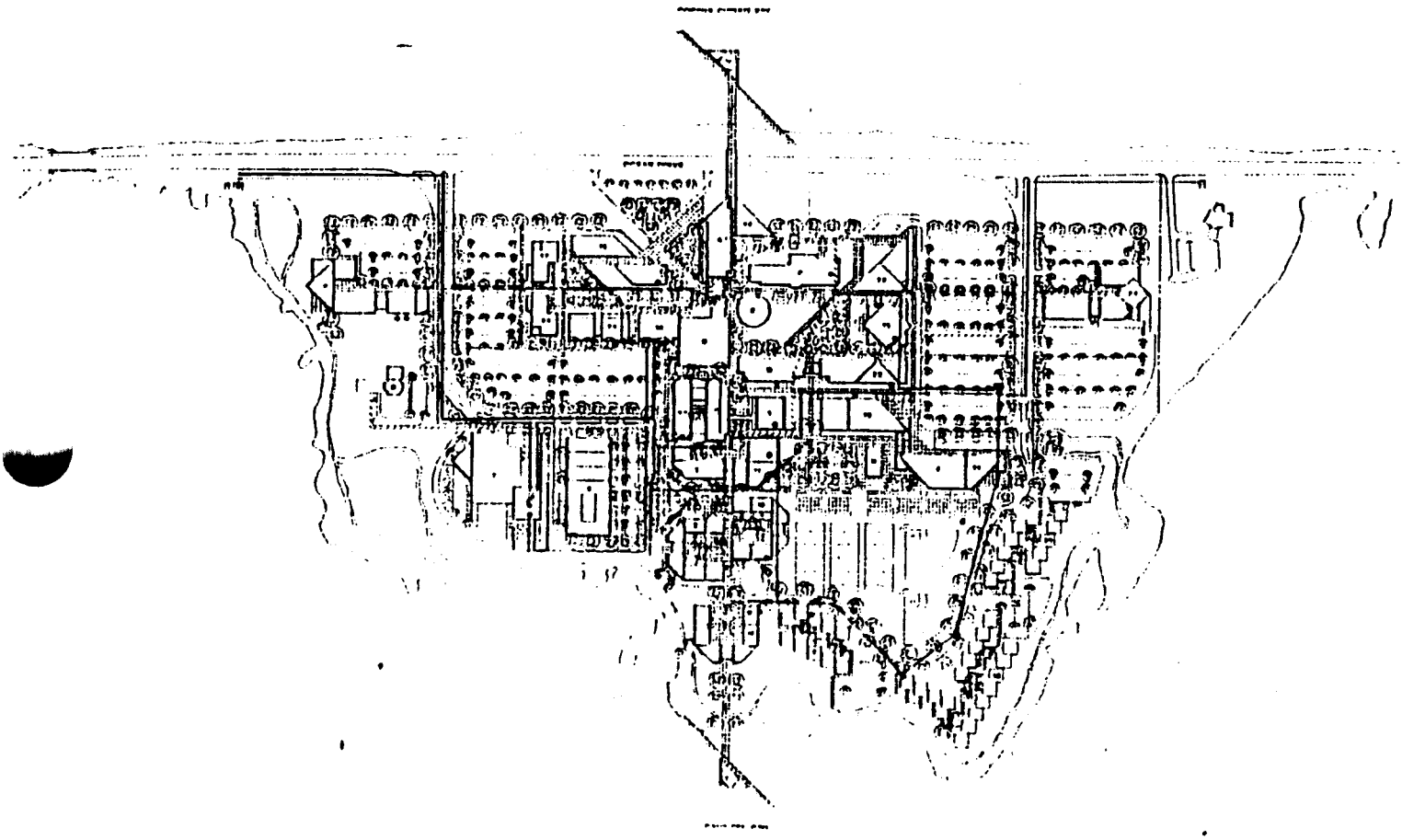
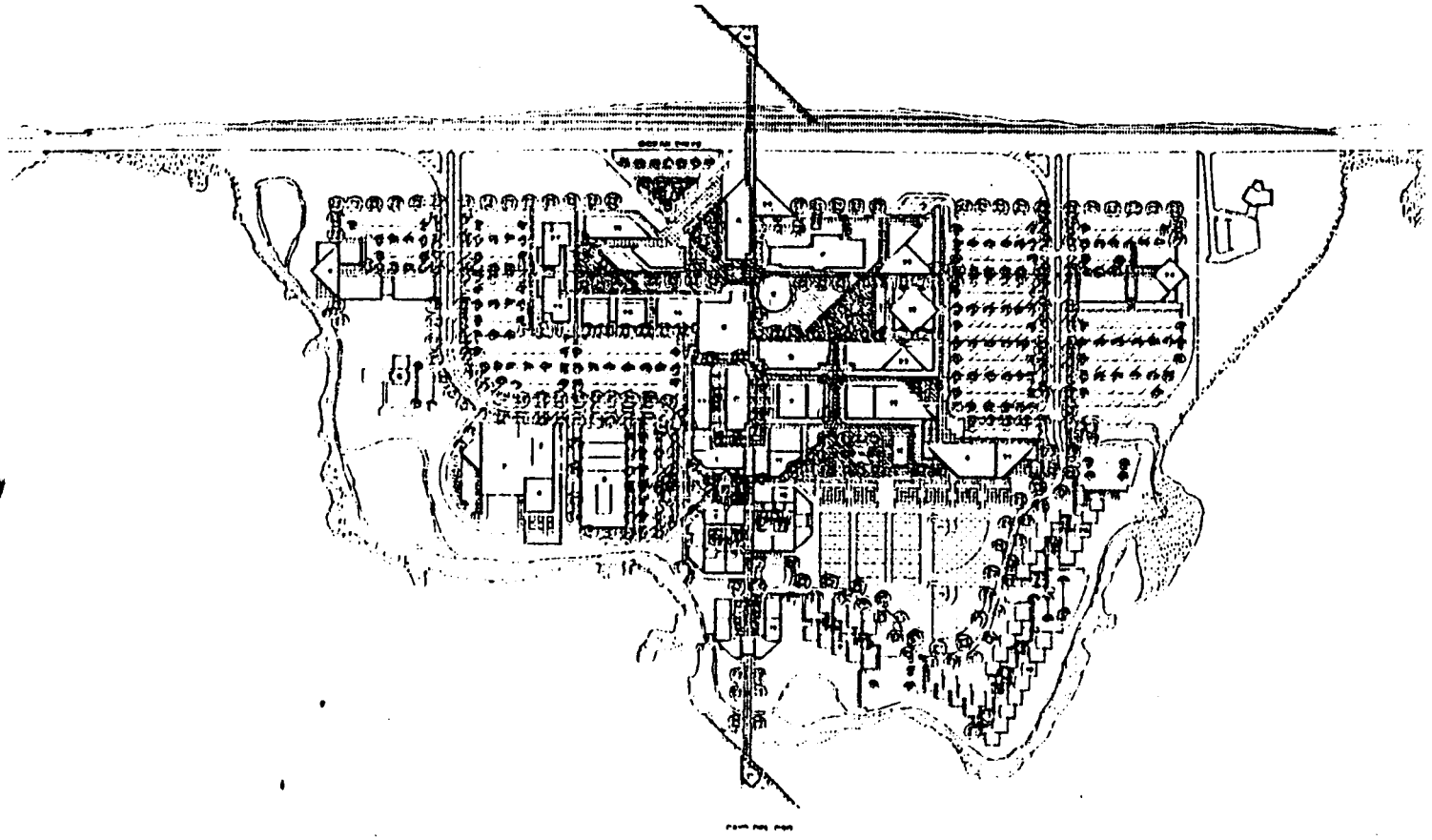
Attachment 3



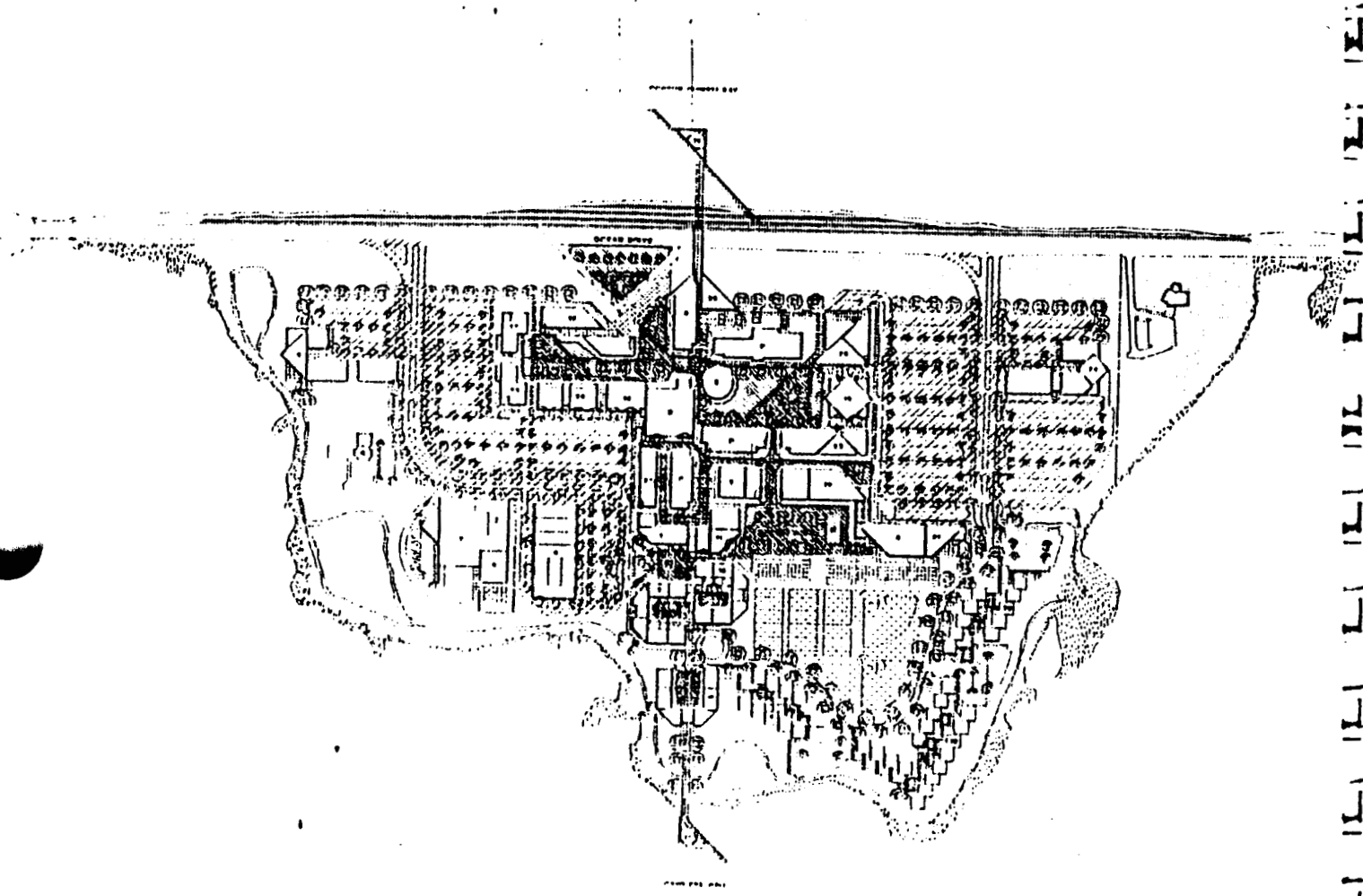
Legend

- Parking
- Delivery Vehicles
- Auto Access
- Maintenance/Emergency



Legend

- Oasis Zone
- Roadways and Parking Lot Zone
- Play Fields Zone
- Semi-Natural Zone
- Natural Area Zone
- Corpus Christi Bay Front Zone



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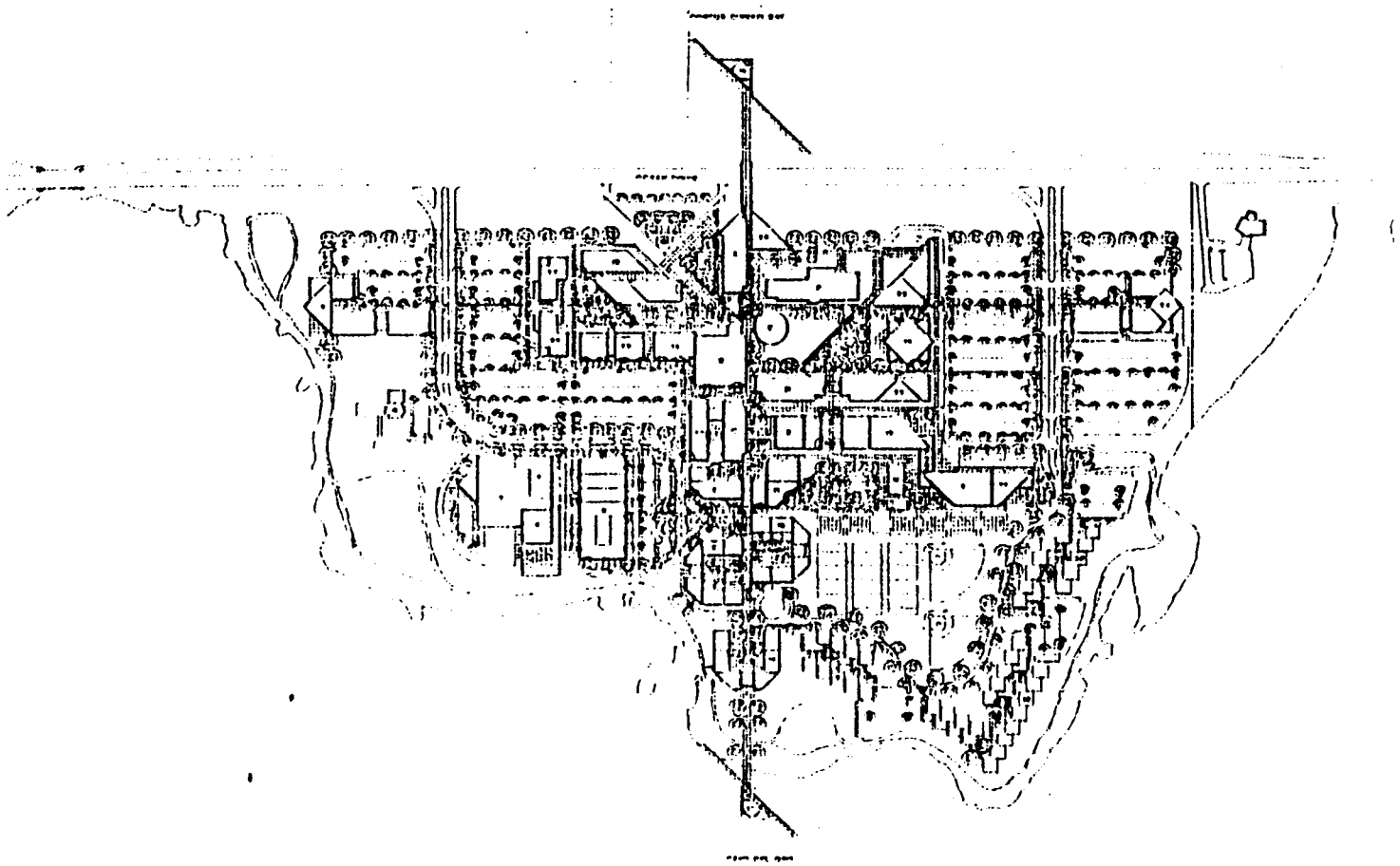

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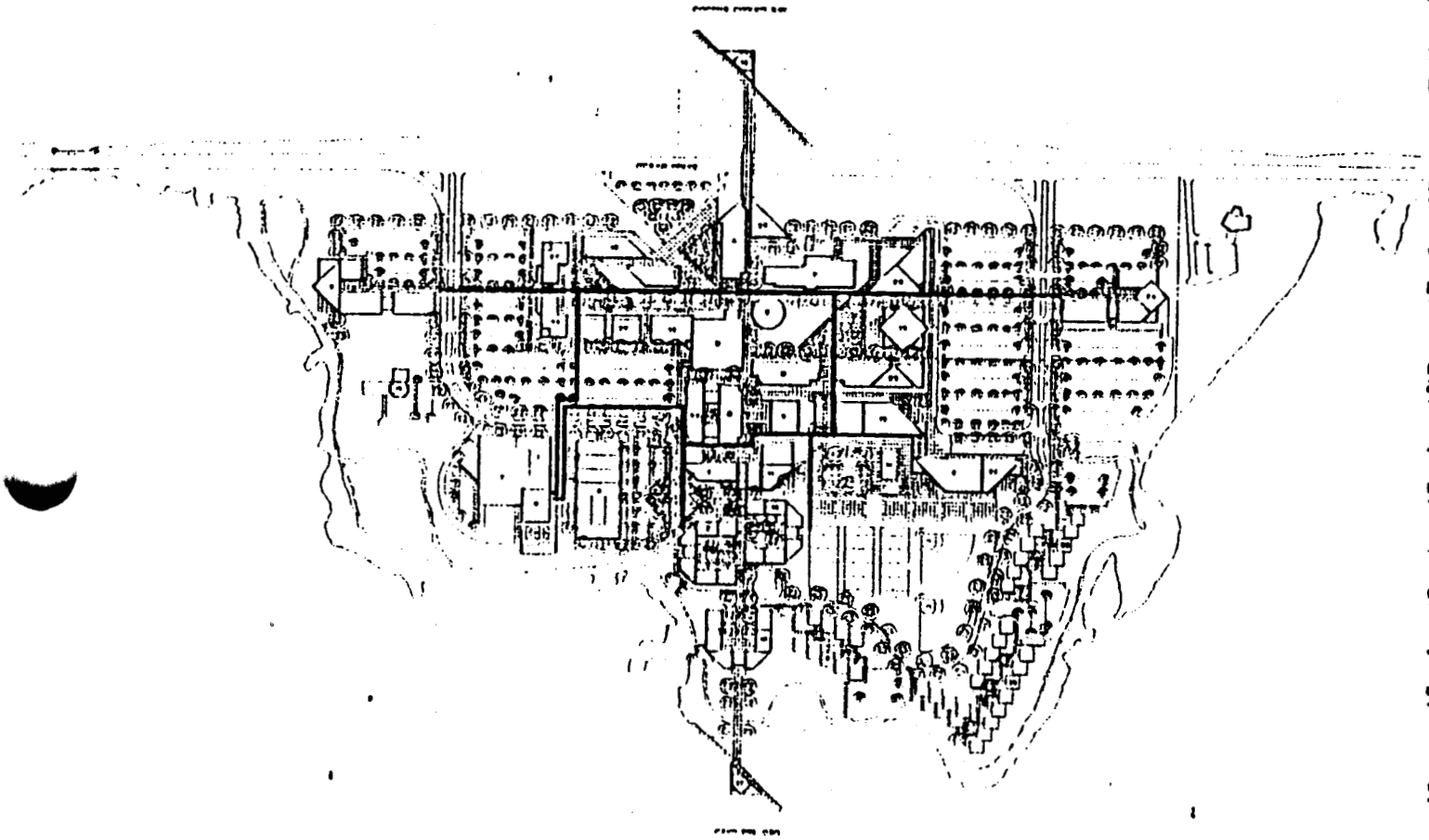
- Special Lighting
- Roadways and Parking
- Pedestrian Zones



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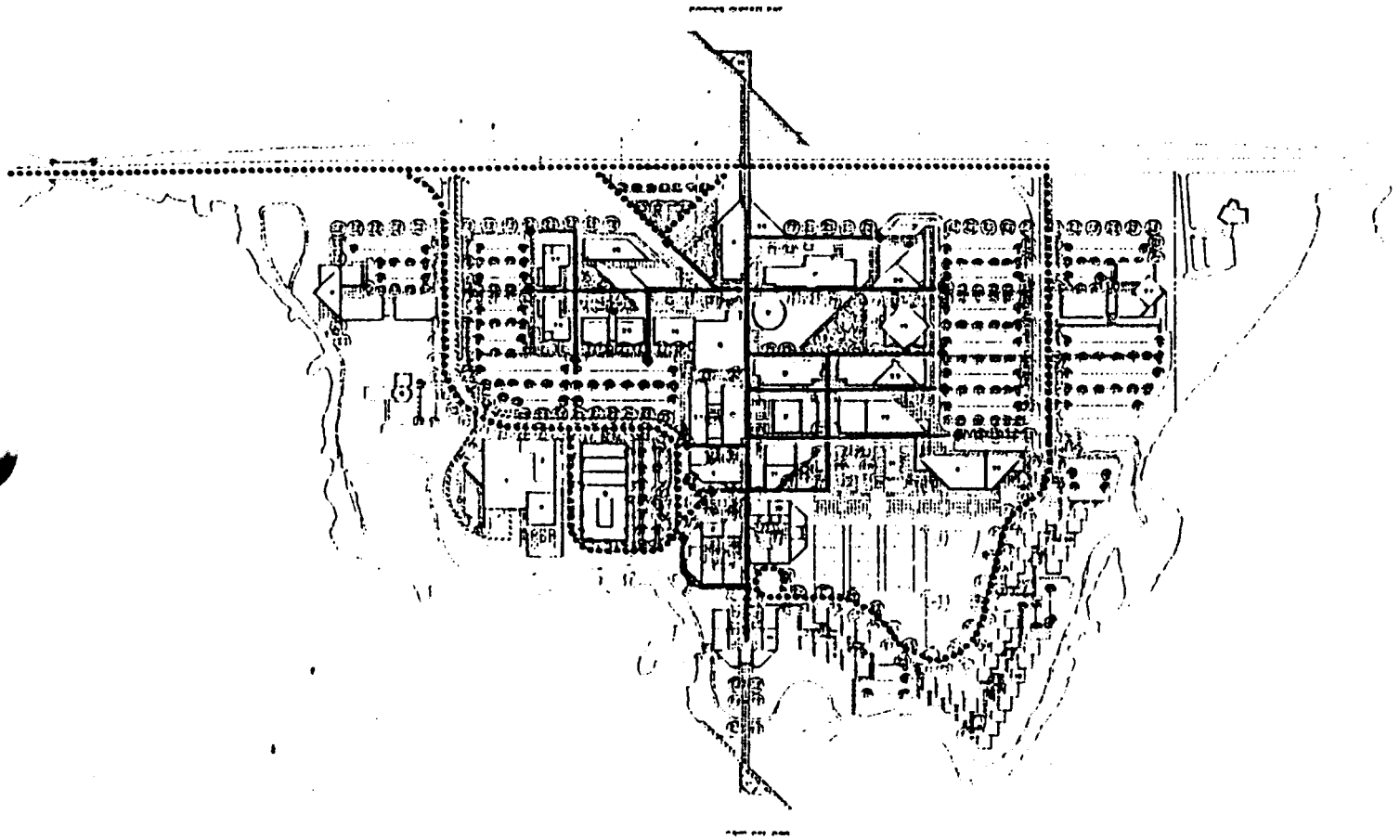
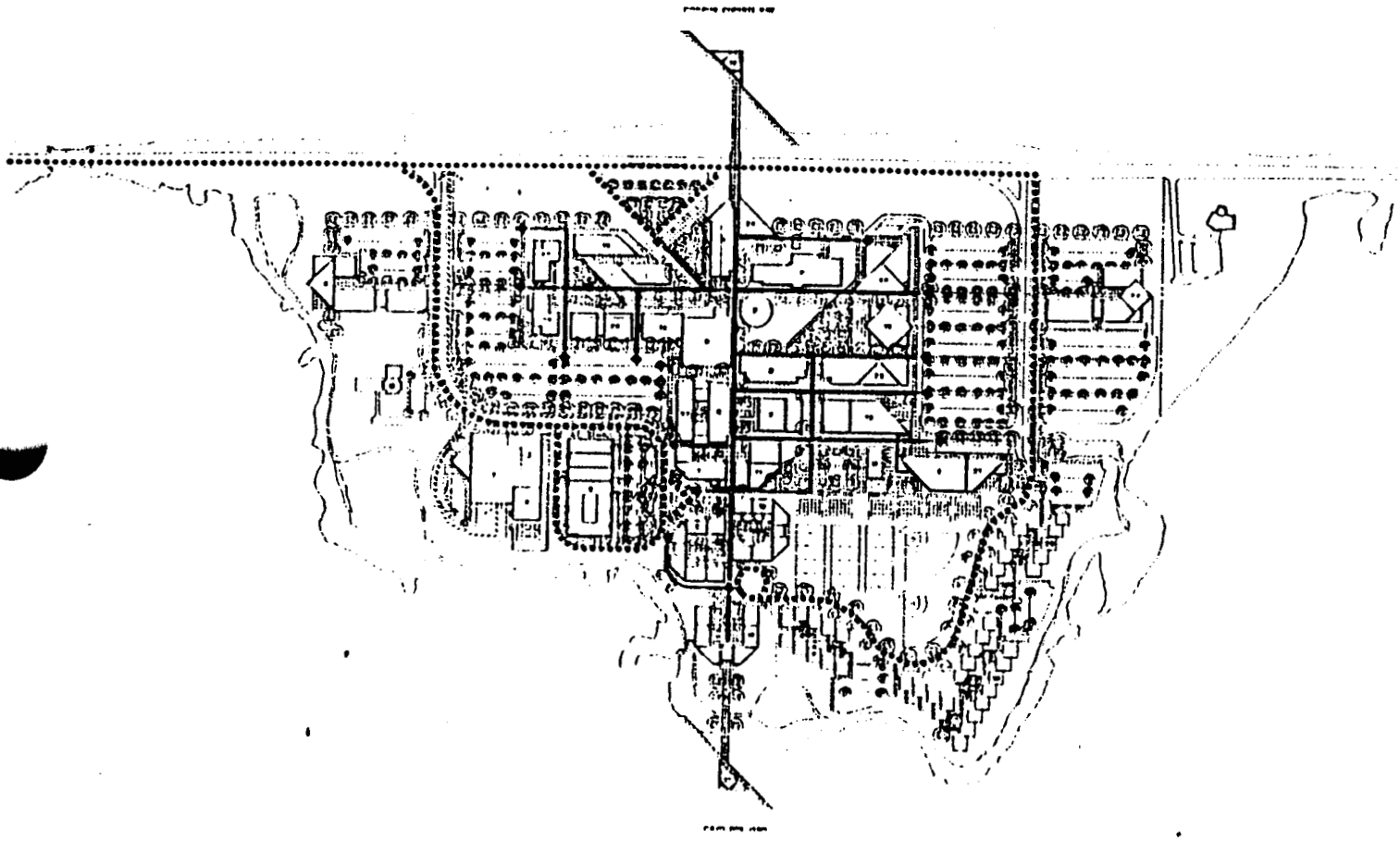
— Direct Buried Heating & Chilled Water



Legend

- Existing 12.0 KV Main Feeder
- Existing 12.0 KV Branch Feeder
- New 12.0 KV Main Feeder
- New 12.0 KV Branch Feeder
- Existing Switching Station
- New Switching Station
- Existing Transfer
- New Transformer
- Power Metering KWHM



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- Existing 12.0 KV Branch Feeder
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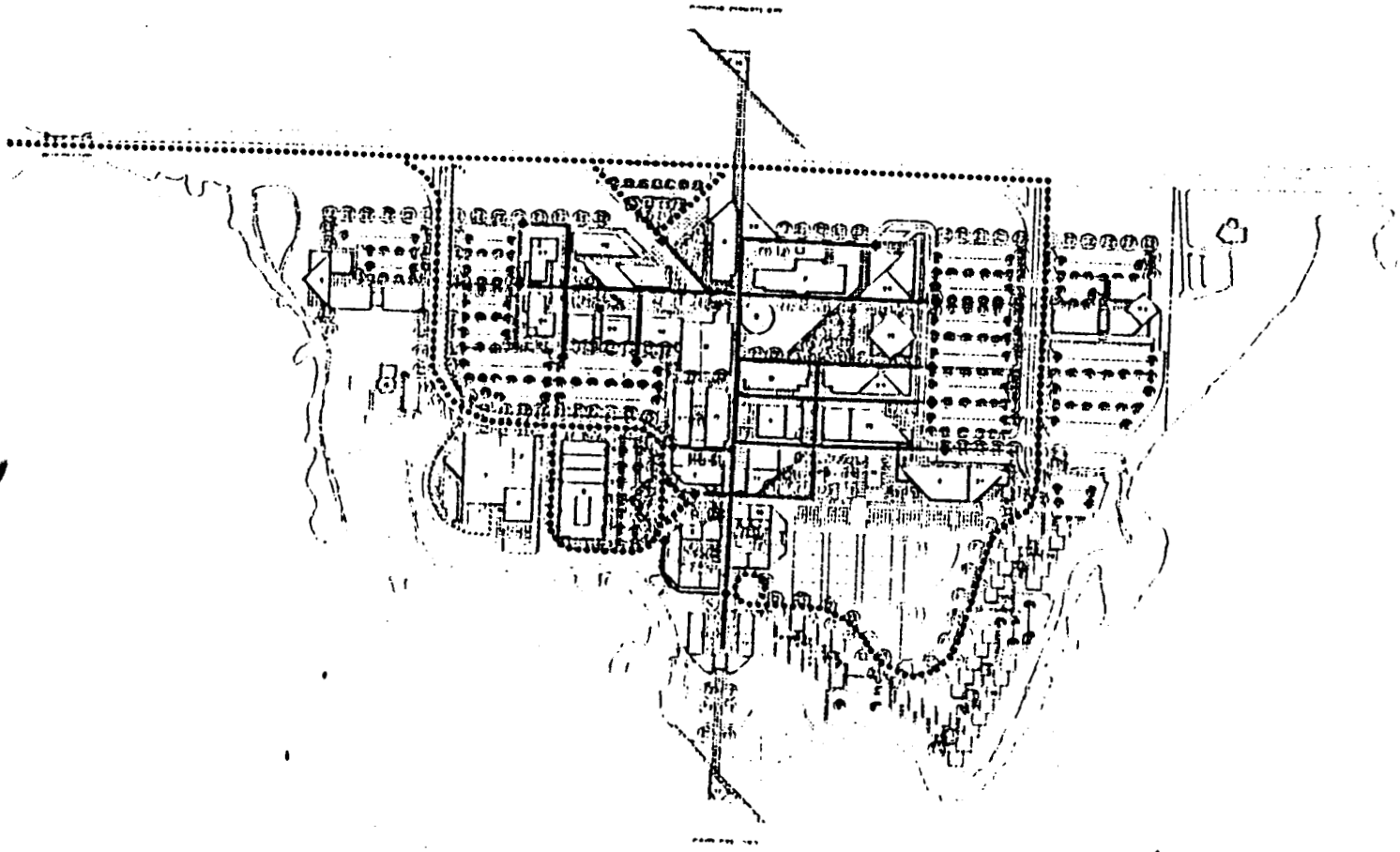

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- Existing 12.0 KV Main Feeder
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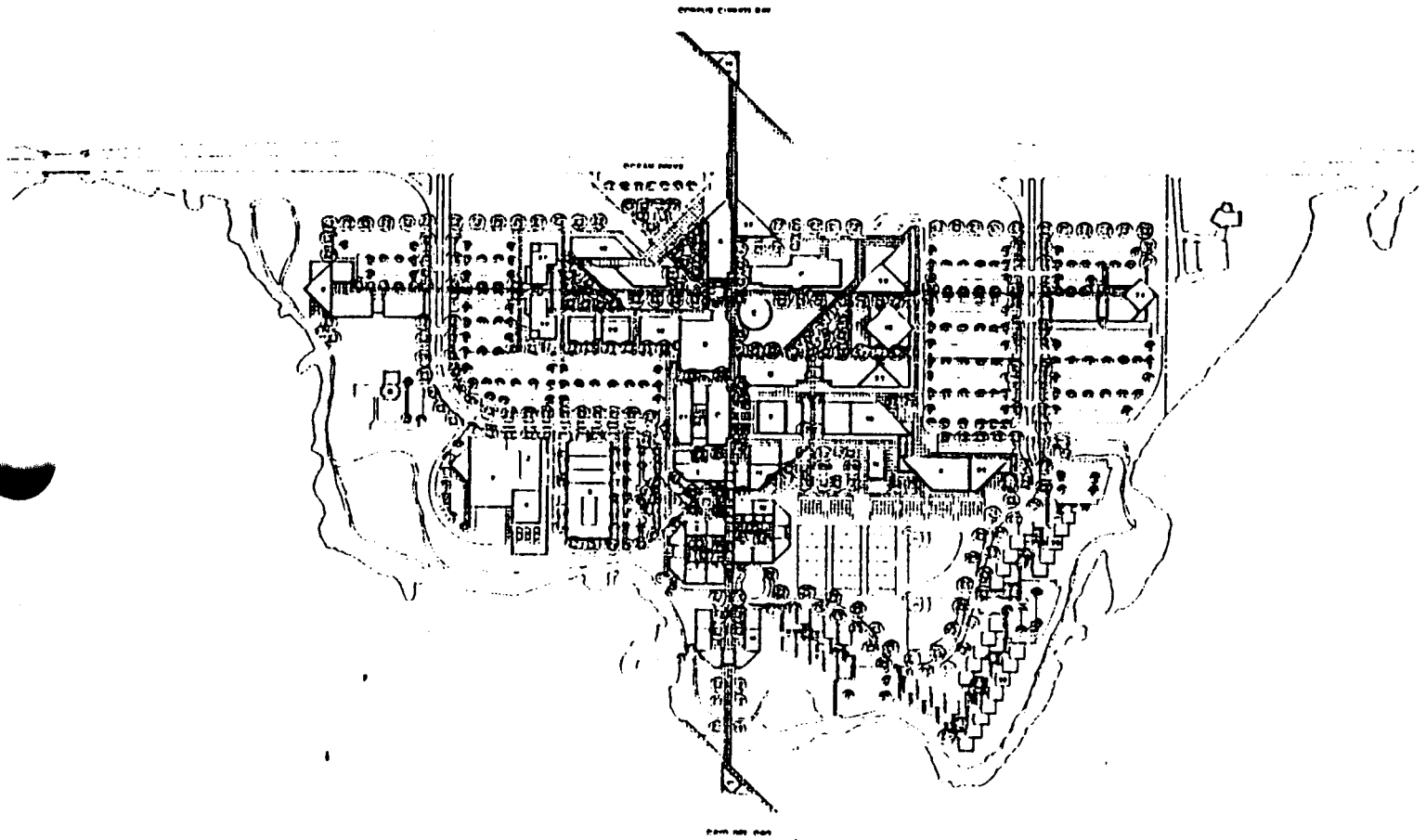
- New 12.0 KV Branch Feeder
- Existing Switching Station
- New Switching Station
- Existing Transfer
- New Transformer
- Power Metering KWHM



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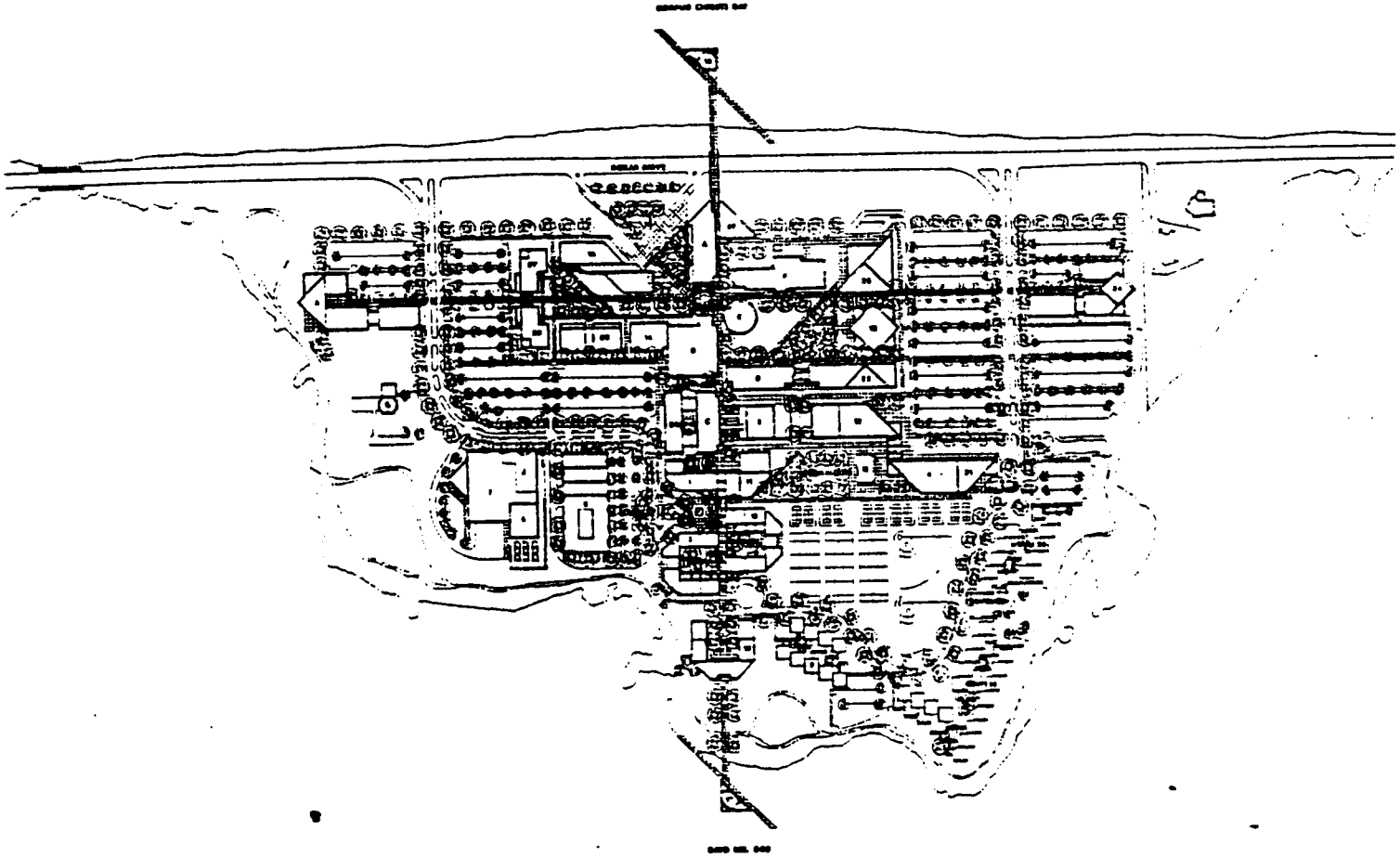
Pedestrian Zone



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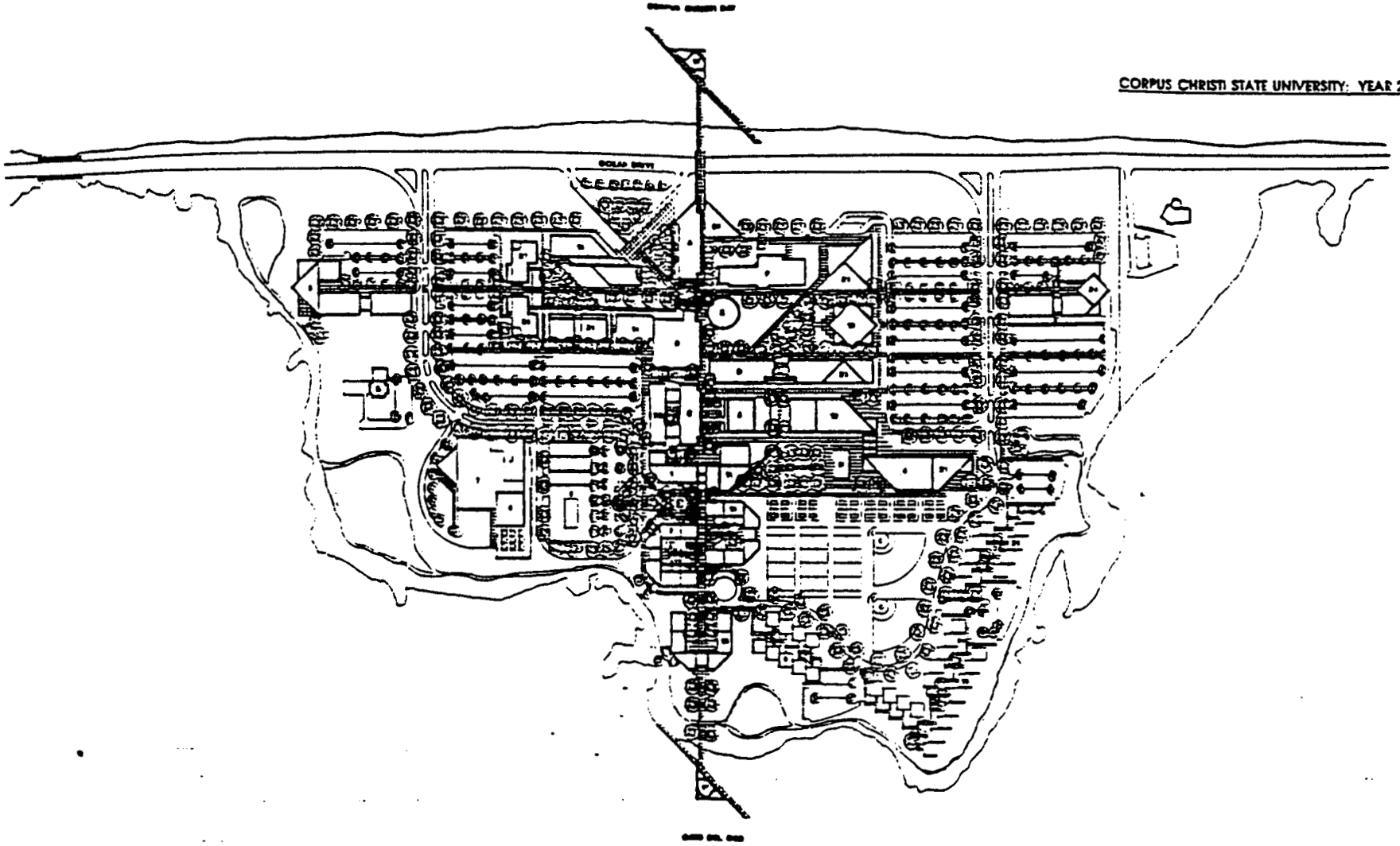
Pedestrian Zone



Proposed Campus Plan

ANSWER TO QUESTION: 11.B.f.(1)

11010
Code 183

Subj: DATA COMMENTS ON BASE REALIGNMENT AND CLOSURE DATA CALL FOR AICUZ

1. The following charts are provided for information and action as requested by required for the BRAC Data Call.

* All data provided came from the 1980 AICUZ Study and plans. Data as requested was not developed nor is it on file. The attached maps and charts show the noise zones that were required in 1980 by both the DOD and FAA. But, the city has or is developing noise requirements for their various zoning areas.

These items or parcels of real estate await funding for their acquisition. Currently the city has insured that all dwelling units have been removed or relocated except for one parcel of land at Cabaniss NALF.

1* 06.077 Acres remain to be acquired. $72.92K

2* All Clear Zone Land has been acquired.

3* 00.429 Acres remain to be acquired. $5.15K

4* 42.640 Acres remain to be acquired. $511.68K

5* 59.688 Acres remain to be acquired. $716.26K

6* 09.815 Acres remain to be acquired. $117.78K

7* All Clear Zone Land has been acquired.

8* All Clear Zone Land has been acquired.

9* All Clear Zone Land has been acquired.

10* 19.070 Acres remain to be acquired. $228.84K

11* All Clear Zone Land has been acquired.

NOTE! ESTIMATED COST = $12K/AC

WC

Attachment 4

Zone End	Runway Number	Estimated Population	Acres Scaled	Percent L-U
		Main Station, NAS Corpus Christi		
CZ	17	Overwater	Overwater	Overwater
APZ-I				
APZ-II				
CZ	35	US Owned	N/A(1*)	*
APZ-I		3200	+/- 1450	
APZ-II		2800	+/- 850	
CZ	31L	US Owned	N/A(2*)	*
APZ-I		3200	+/- 1450	
APZ-II		2800	+/- 850	
CZ	31R	US Owned	N/A(3*)	*
APZ-I		3200	+/- 1450	
APZ-II		2800	+/- 850	
CZ	13L	Overwater	Overwater	Overwater
APZ-I				
APZ-II				
CZ	13R	Overwater	Overwater	Overwater
APZ-I				
APZ-II				
CZ	04	Overwater	Overwater	Overwater
APZ-I				
APZ-II				
CZ	22	Overwater	Overwater	Overwater
APZ-I				
APZ-II				
DNL 60-65	N/A	*	*	*
DNL 65-75	N/A	*	*	*
DNL 75-80	N/A	*	*	*
DNL 80+	N/A	*	*	*

Zone End	Runway Number	Estimated Population	Acres Scaled	Percent L-U
		Outlaying Station, NALF Cabaniss		
CZ	17	US Owned	N/A(4*)	*
APZ-I		1,000	+/- 3,200	
APZ-II		5,000	+/- 3,200	
CZ	35	US Owned	N/A(5*)	*
APZ-I		100	+/- 3,100	
APZ-II		400	+/- 3,100	
CZ	31	US Owned	N/A(6*)	*
APZ-I		100	+/- 3,100	
APZ-II		400	+/- 3,100	
CZ	13	US Owned	N/A(7*)	*
APZ-I		1,000	+/- 3,200	
APZ-II		4,200	+/- 3,200	
DNL 60-65	N/A	*	*	*
DNL 65-75	N/A	*	*	*
DNL 75-80	N/A	*	*	*
DNL 80+	N/A	*	*	*

Zone End	Runway Number	Estimated Population	Acres Scaled	Percent L-U
		Outlaying Station, NALF Waldron		
CZ	17	US Owned	N/A(8*)	*
APZ-I		100	+/- 350	
APZ-II		100	+/- 350	
CZ	35	US Owned	N/A(9*)	*
APZ-I		900	+/- 400	
APZ-II		900	+/- 400	
CZ	31	US Owned	N/A(10*)	*
APZ-I		900	+/- 400	
APZ-II		900	+/- 400	
CZ	13	US Owned	N/A(11*)	*
APZ-I		100	+/- 350	
APZ-II		100	+/- 350	
DNL 60-65	N/A	*	*	*
DNL 65-75	N/A	*	*	*
DNL 75-80	N/A	*	*	*
DNL 80+	N/A	*	*	*

AICUZ

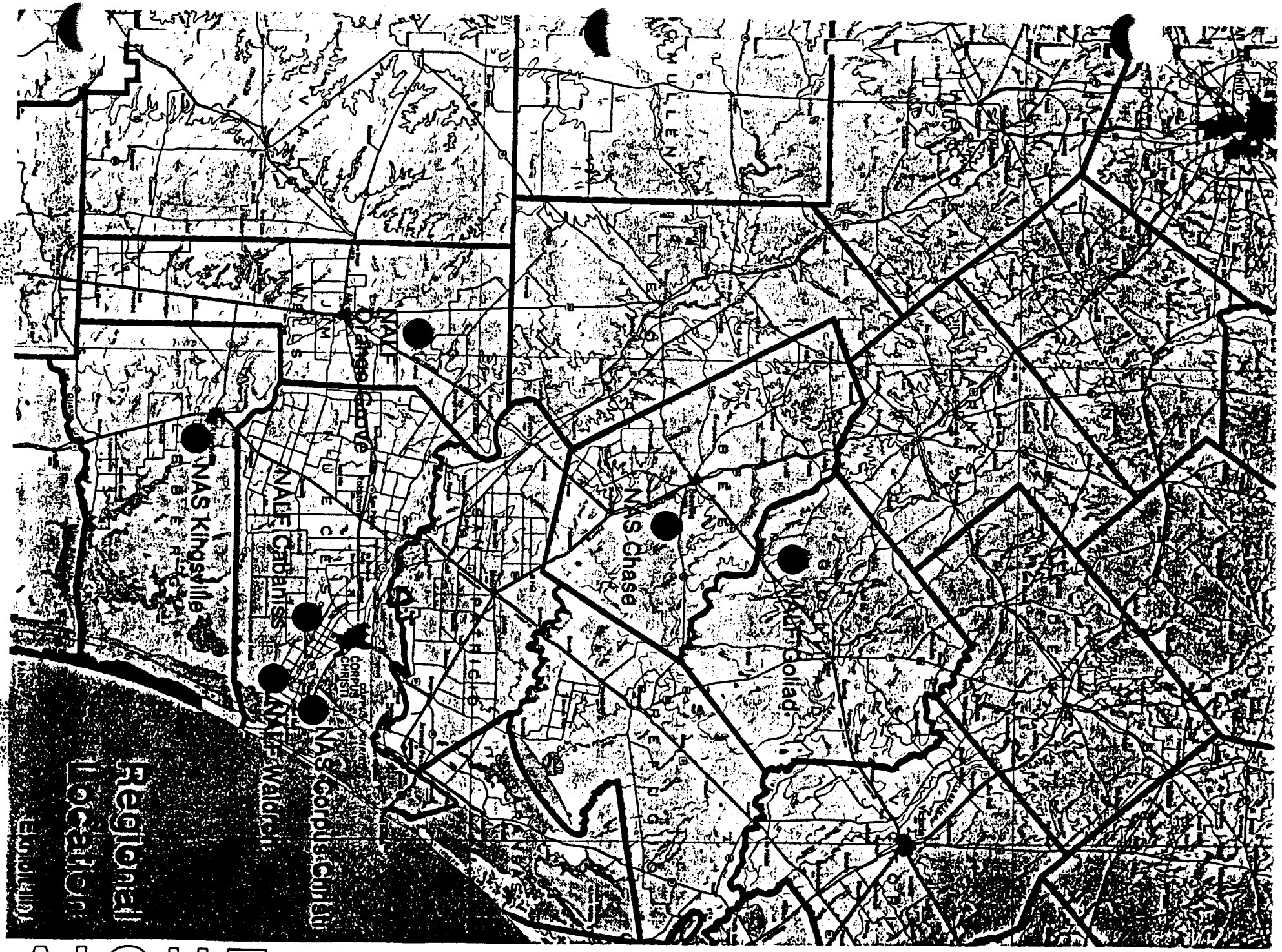
Air Installation Compatible Use Zones

NALF Cabaniss
Corpus Christi, Texas

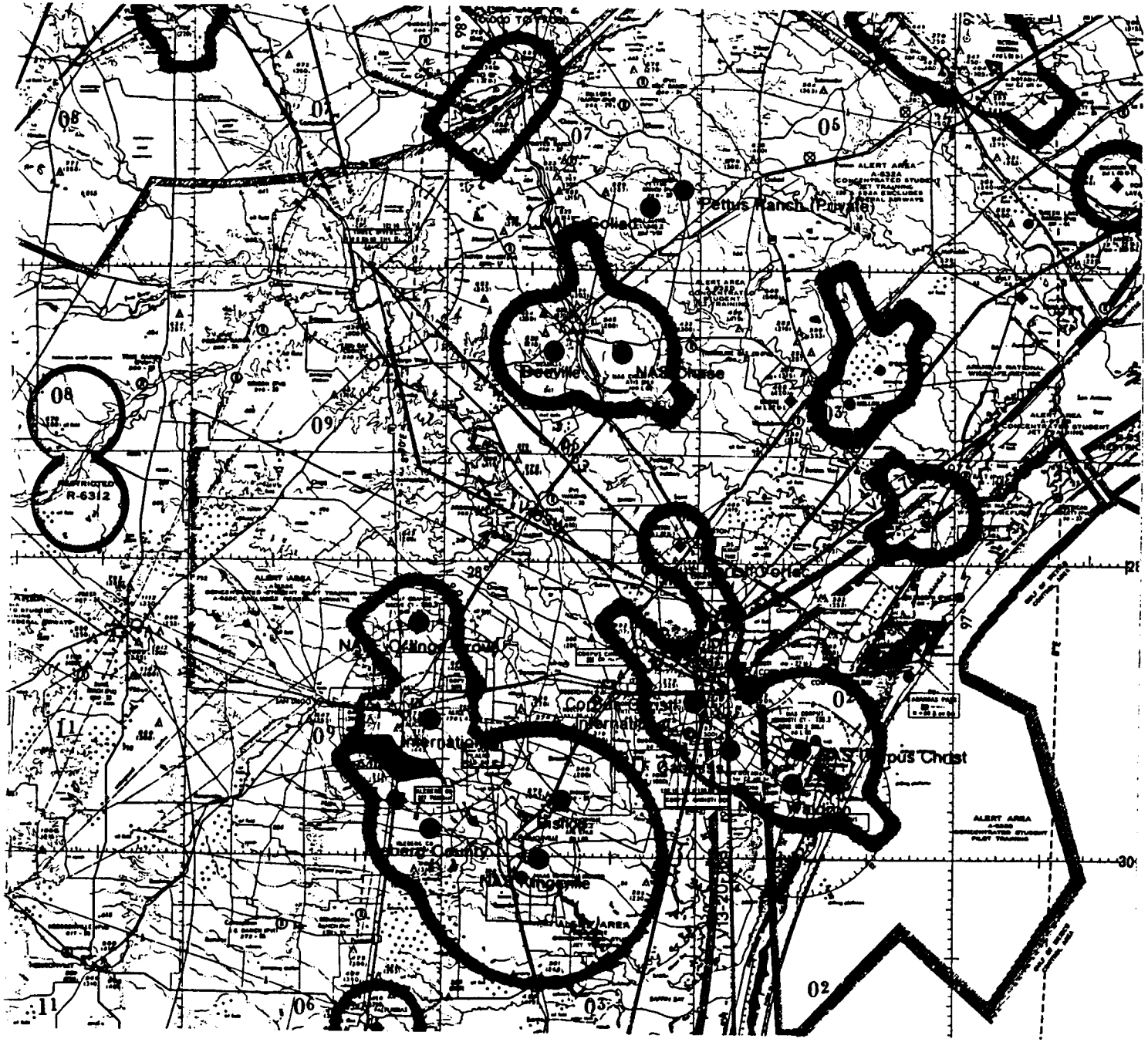
Southern Division - Naval Facilities Engineering Command
Charleston, South Carolina

Howard, Needles, Tammen & Bergendoff Architects/Engineers/Planners
Dallas, Texas

UC



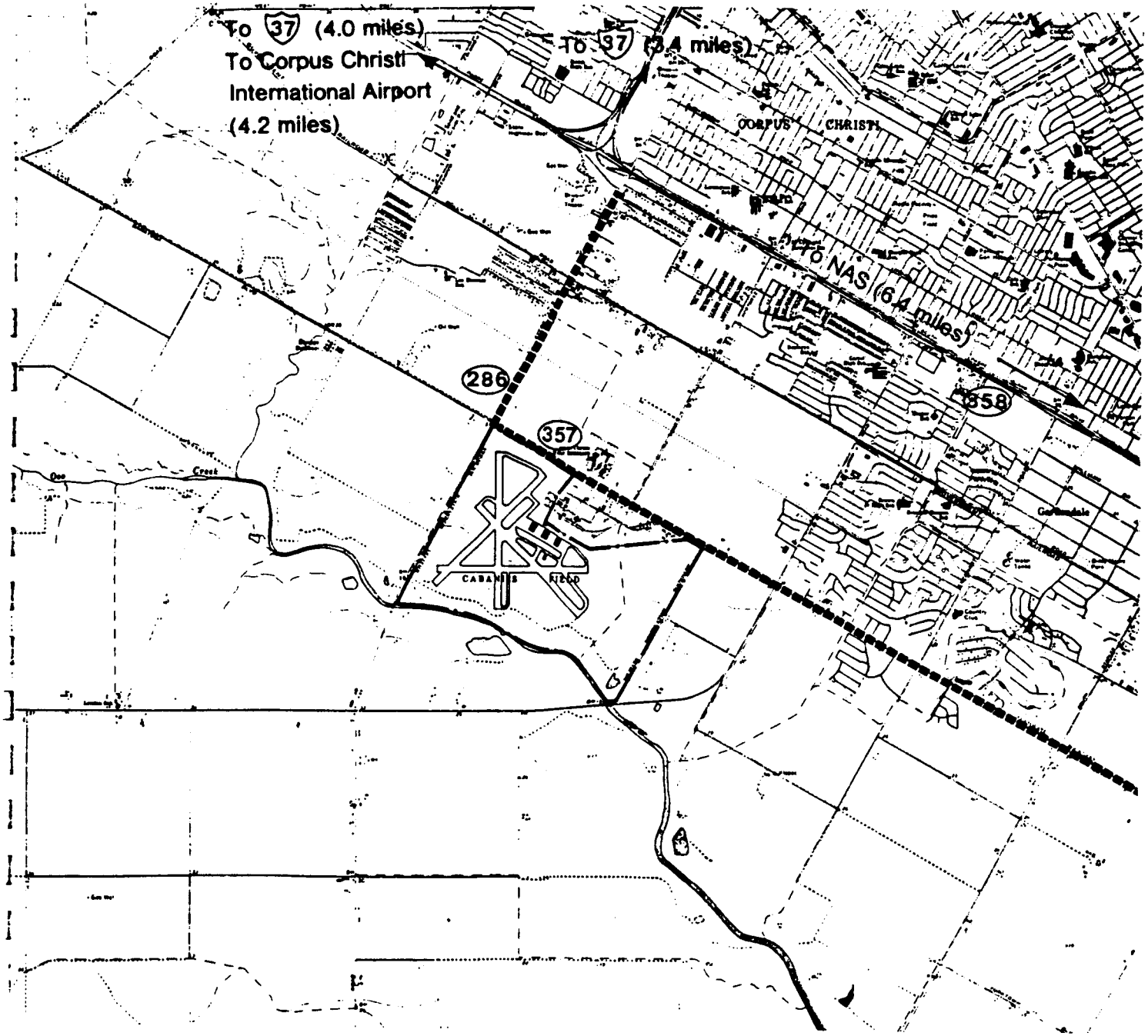
AICUZ Air Installation Compatible Use Zones Stud



Corpus Christi region, Texas

Airport system

Exhibit III.11



HOWARD NEEDLES TAMMEN & BERGENDOFF

Installation boundary

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

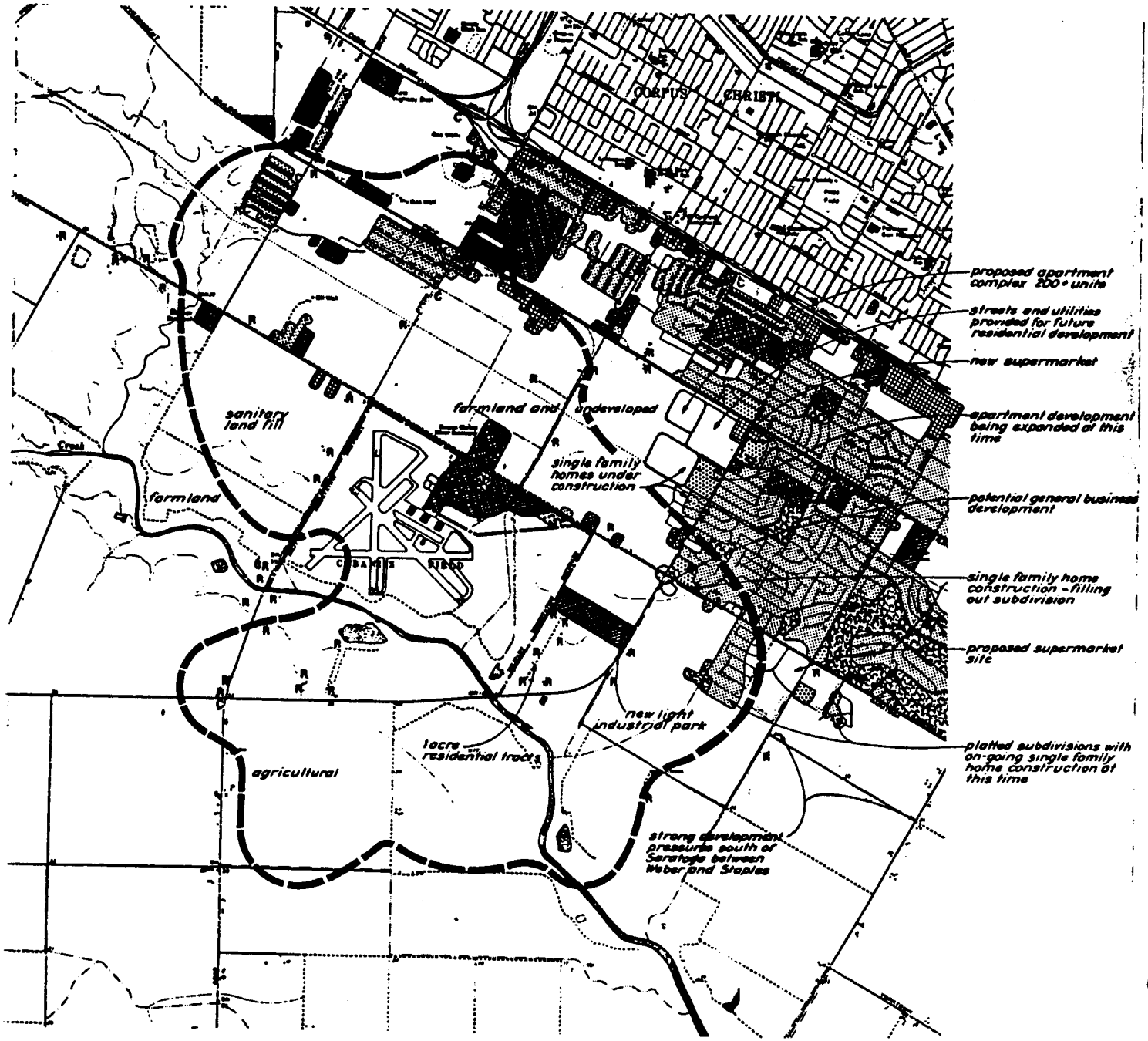
0 .5 1 2

Scale in kilometers

NALF Cabaniss
Corpus Christi, Texas

Vicinity and access map

Exhibit III.2



Legend

- (R) Single family residential
- Multi-family residential
- Mobile homes
- Institutional
- Parks and recreational
- (C) Commercial
- Industrial
- Agriculture/pasture
- Installation boundary
- Limit of AICUZ
- Theaters, amphitheaters, stadiums

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

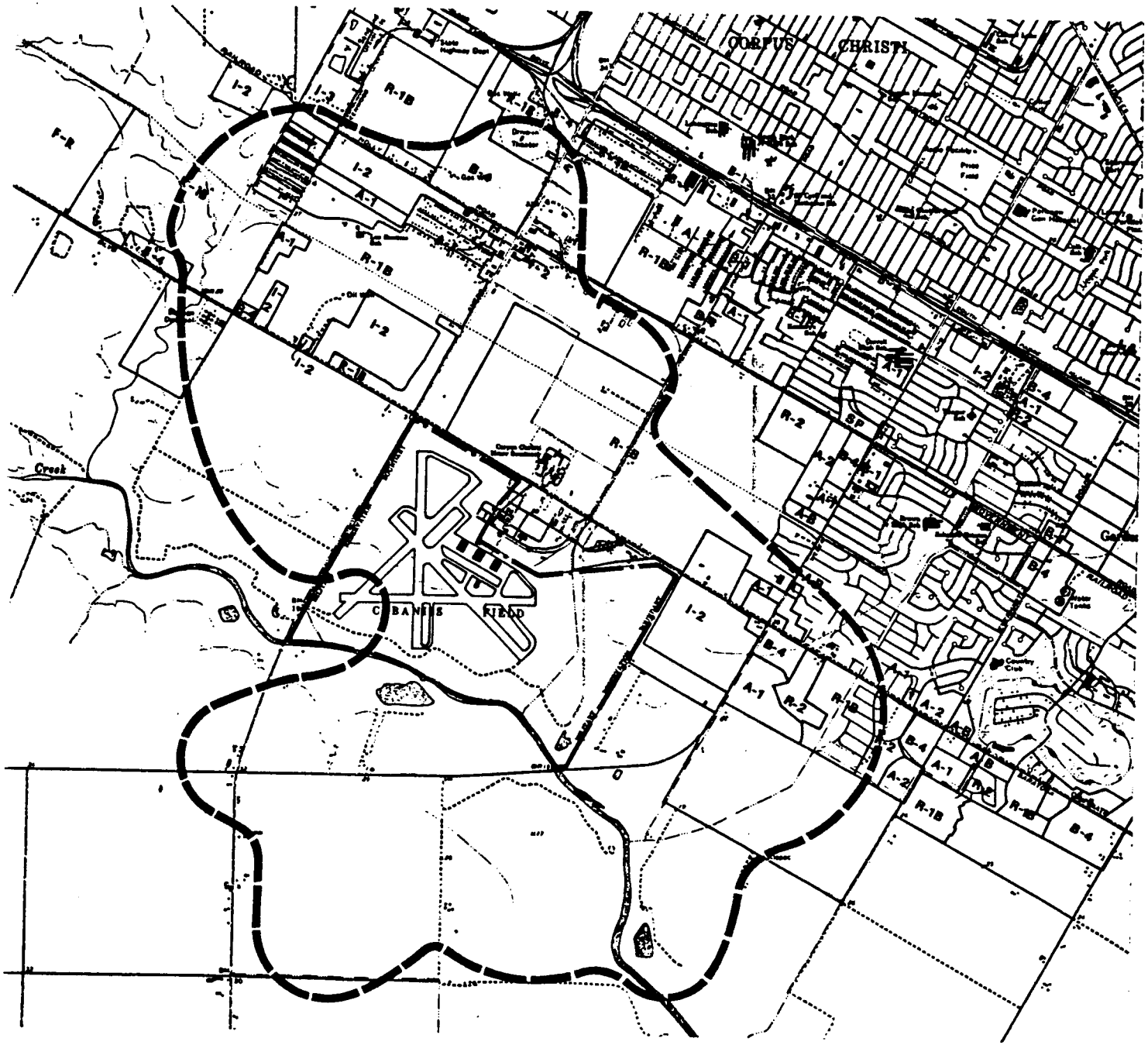
0 .5 1 1.5 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Existing land use and development trends

Exhibit III.4



Legend

R-1B	One-family dwelling district
R-2	Multiple dwelling district
A-1	Apartment house district
AB	Professional office district
B-4	General business district
I-2	Light industrial district
SP	Special permit
—·—	Installation boundaries

NORTH

Scale in thousands of feet

0 1/2 1 2 3 4 5

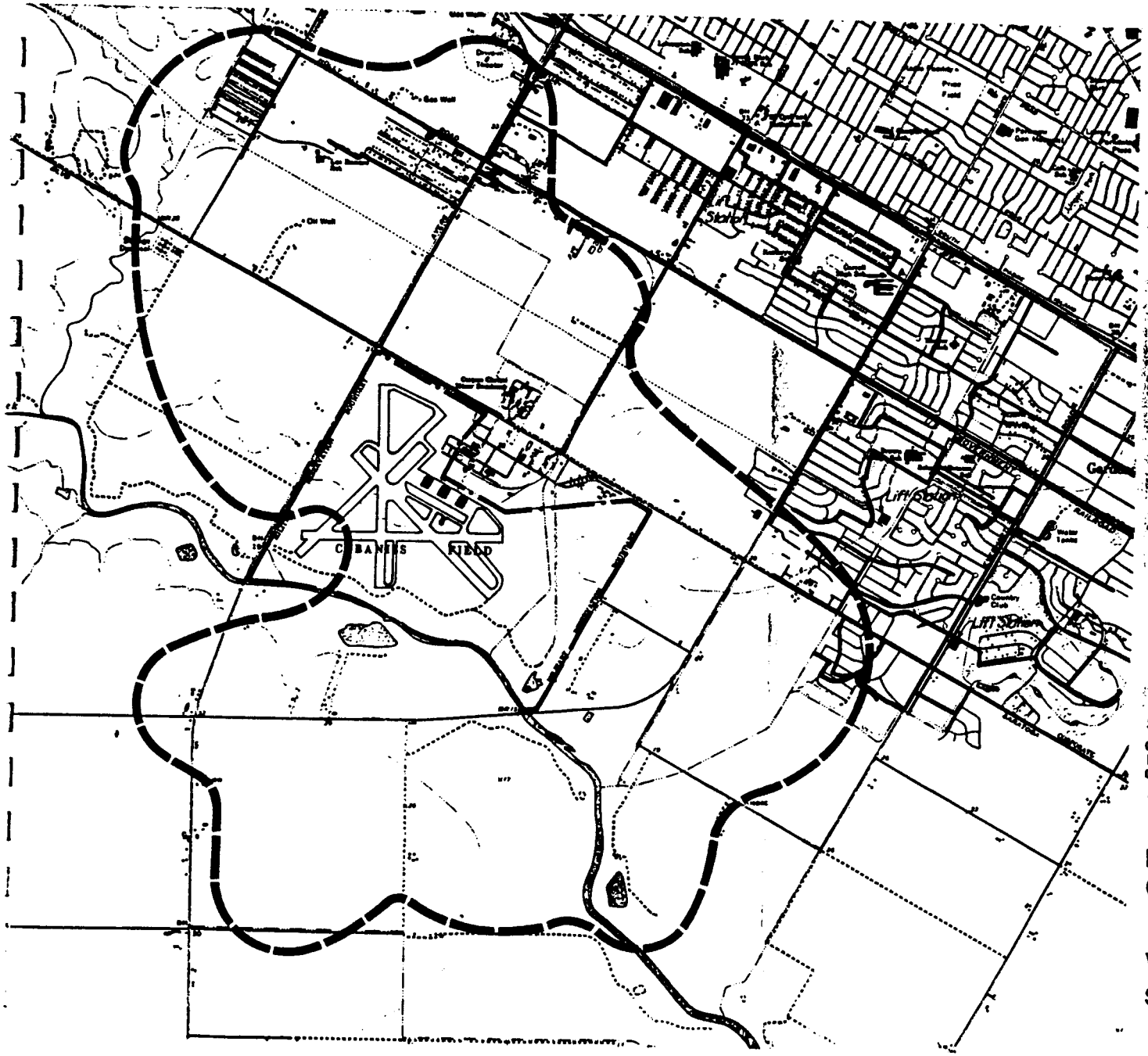
0 .25 .5 .75 1 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Existing zoning

Exhibit III.5



Legend

Existing water system

Existing sanitary sewer system

NORTH

Scale in thousands of feet

0 1/2 1 2 3 4 5

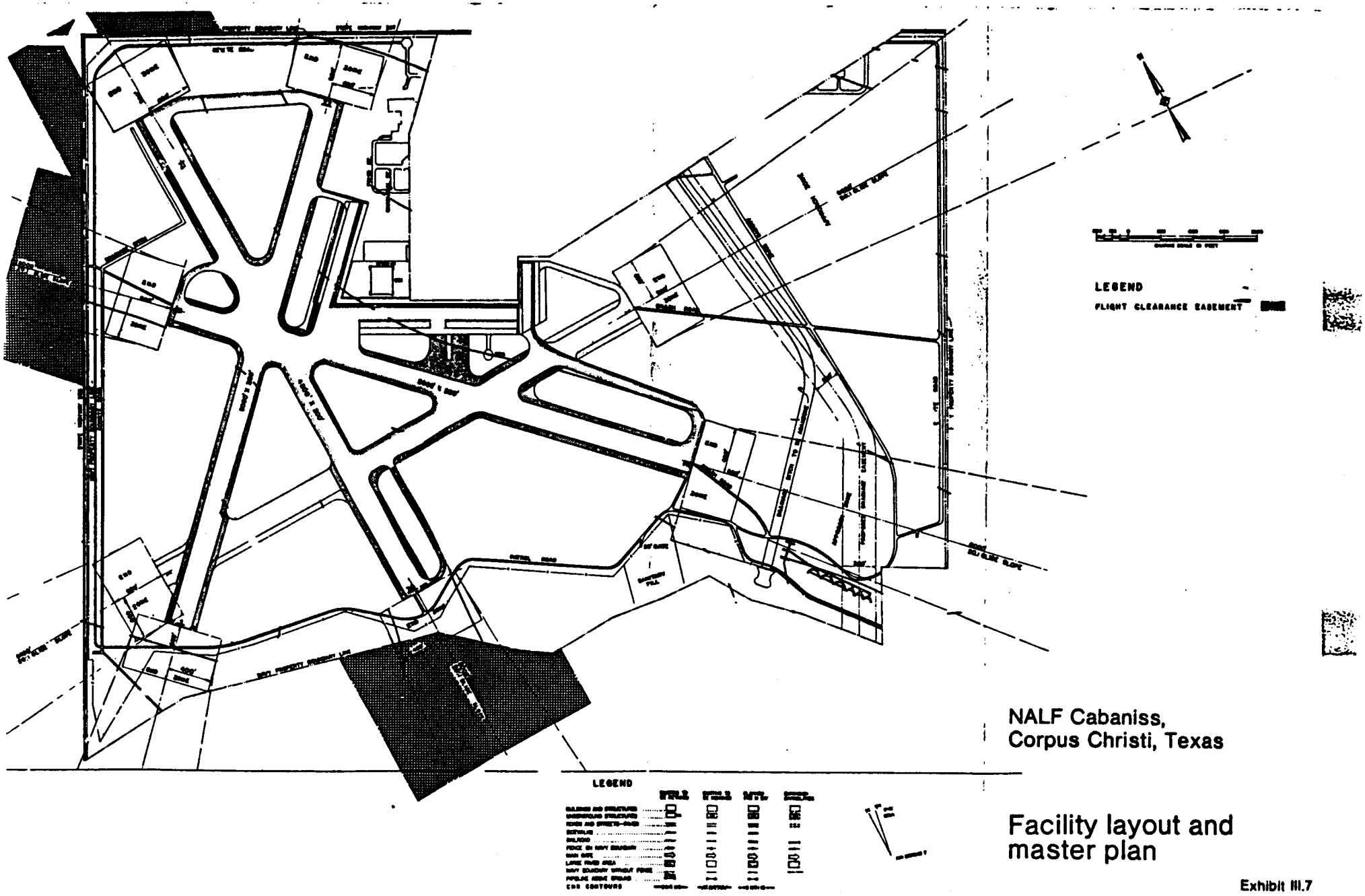
0 .25 .5 .75 1 2

Scale in kilometers

NALF Cabaniss
Corpus Christi, Texas

Water and sewer systems

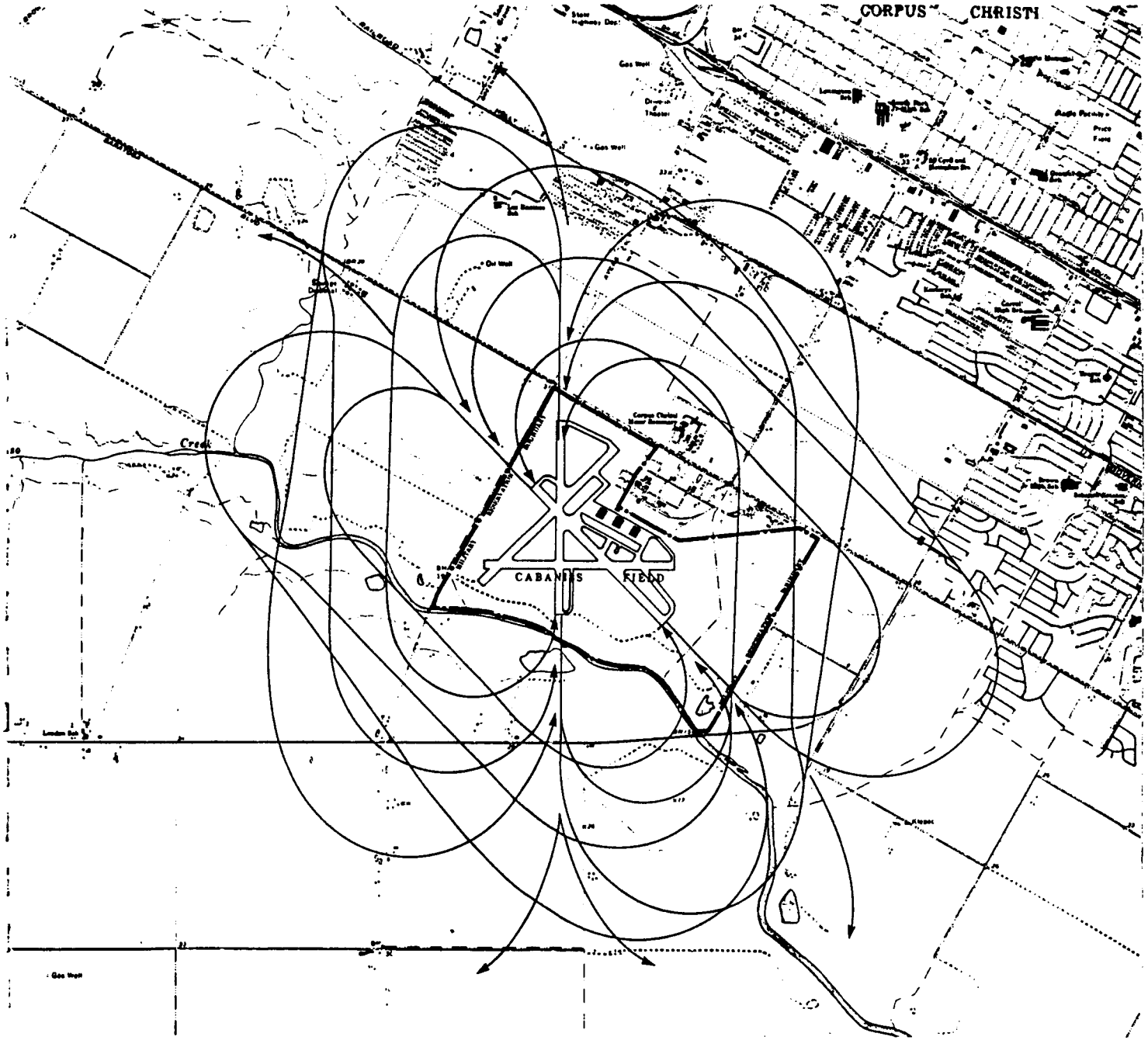
Exhibit III.6



NALF Cabaniss,
Corpus Christi, Texas

Facility layout and
master plan

Exhibit III.7



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

Installation boundary

NORTH

Scale in thousands of feet

0 1 2 3 4 5 6

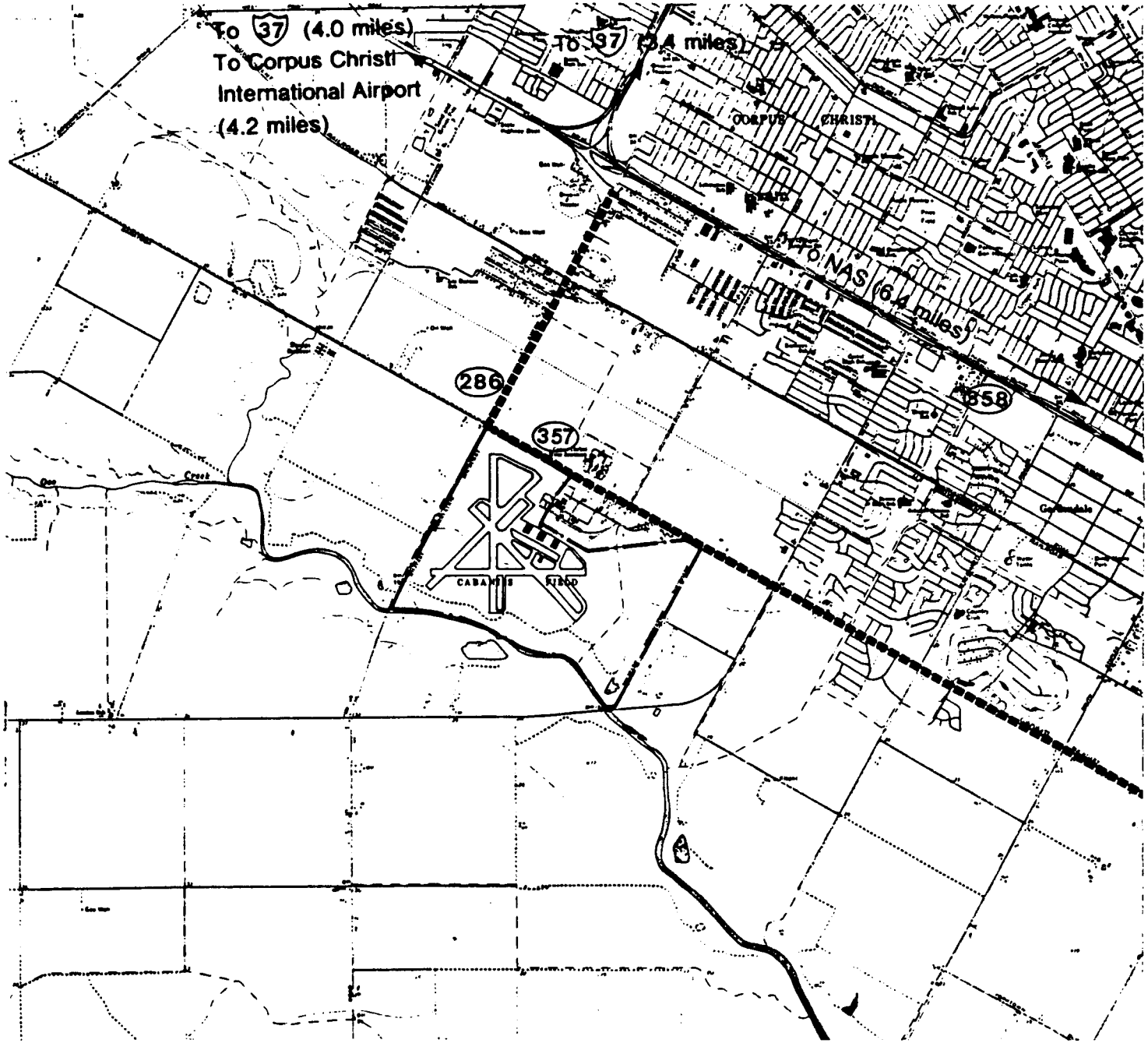
0 .5 1 1.5 2

Scale in kilometers

NALF Cabaniss
Corpus Christi, Texas

Representative traffic patterns

Exhibit III.10



HOWARD NEEDLES TAMMEN & BERGENDOFF

Installation boundary

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

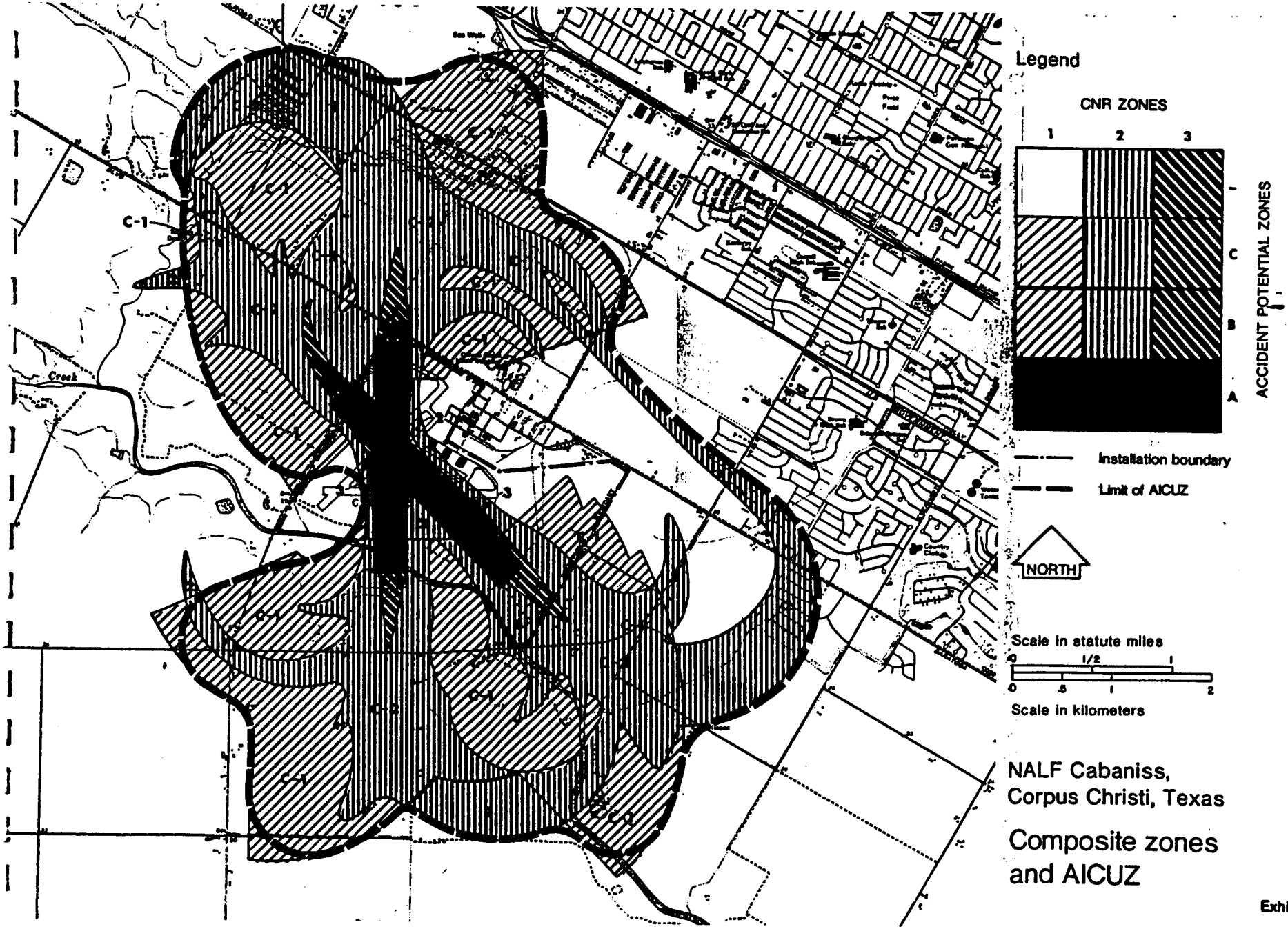
0 .5 1 2

Scale in kilometers

NALF Cabaniss
Corpus Christi, Texas

Vicinity and access map

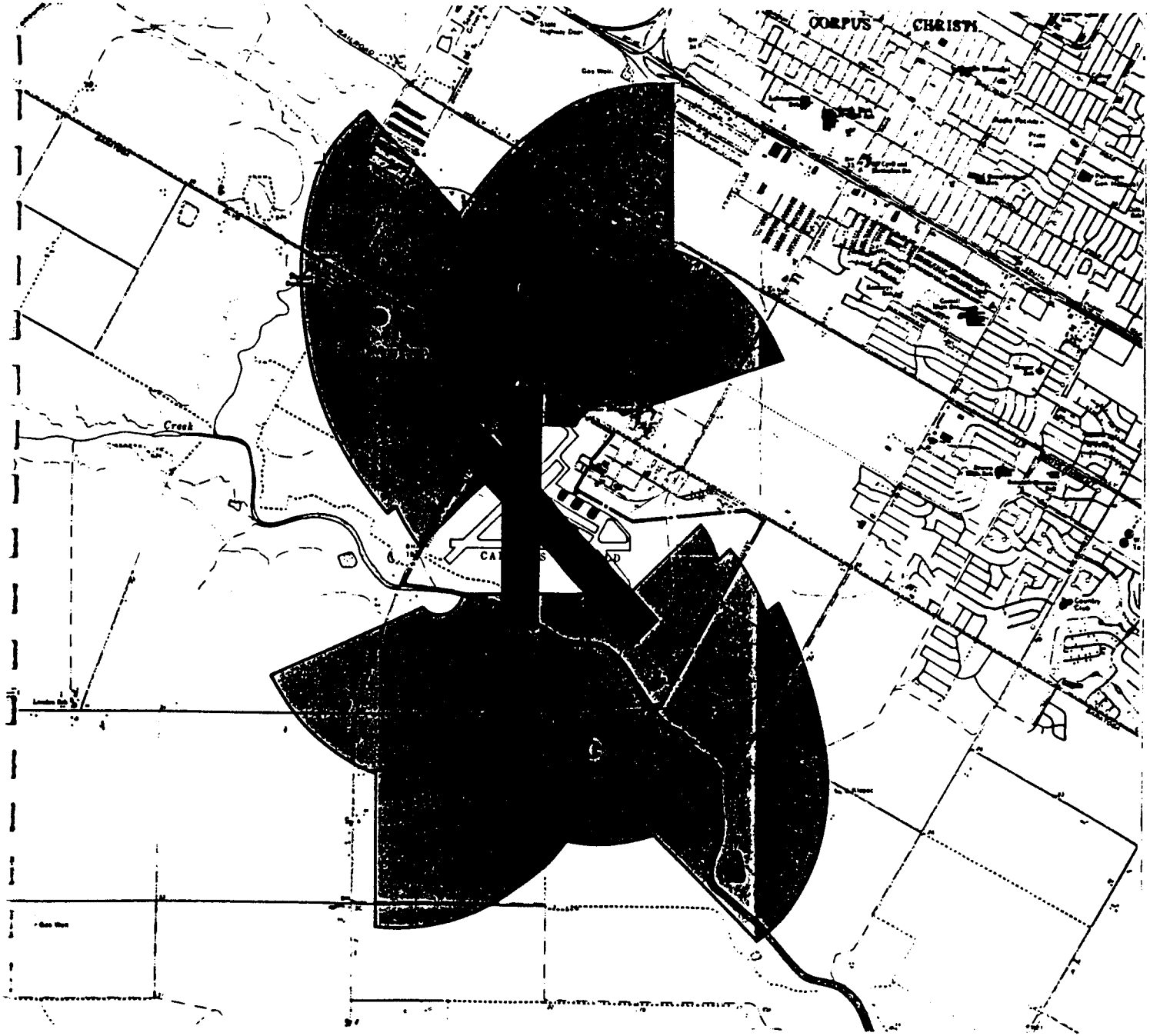
Exhibit III.2



NALF Cabaniss,
Corpus Christi, Texas

Composite zones
and AICUZ

Exhibit I.3



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

Accident potential zones (APZ)

A

C

Aircraft crash sites

Installation boundary

NORTH

Scale in feet

0 1,000 2,000 3,000 4,000 5,000

0 .5 1 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

APZ's and aircraft accidents, AICUZ

Exhibit I.2

HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

CNR	Composite noise ratings
	CNR zone 1
	CNR zone 2
	CNR zone 3
●	Location of noise complaints
	Installation boundary
	Limit of AICUZ

NORTH

Scale in feet

0 2000 4000 6000

0 1/2 1 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

CNR's
and noise complaints,
AICUZ

Exhibit I.1

Legend

EXISTING	COMPATIBLE	
		(R) Single family res.
		Multi-family res.
		(M) Mobile homes
		Institutional
		Parks and recreational
		(C) Commercial
		Industrial
		Agriculture/ pasture
		Installation boundary
		Limit of AICUZ
		Theaters, amphitheaters, stadiums

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

0 .5 1 1.5 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Compatible land use for undeveloped areas, AICUZ

Exhibit I.5

Land use	COMPOSITE AICUZ ZONES					
	A	C-3	C-2	C-1	3	2
Residential-Mobile Homes (≤1 unit/acre)	▨	▨	⁘		▨	⁘
Residential Mobile Homes (>1 unit/acre)	▨	▨	⁘	⁘	▨	⁘
Residential-Single family (a/c) (≤1 unit/acre)	▨	▨			▨	⁘
Residential-Single family (a/c) (>1 unit/acre)	▨	▨	⁘	⁘	▨	⁘
Residential-Single family (w/o a/c) (≤1unit/acre)	▨	▨	⁘		▨	⁘
Residential-Single family (w/o a/c) (>1 unit/acre)	▨	▨	⁘	⁘	▨	⁘
Residential-Multi-family (≤10% ground coverage)	▨	▨			▨	
Residential-Multi-family (>10% ground coverage)	▨	▨	⁘	⁘	▨	
Commercial - Resort	▨	▨	⁘	⁘	▨	⁘
Commercial - Retail	▨	⁘			⁘	
Commercial - Wholesale	▨	⁘			⁘	
Commercial - Office	▨	⁘			⁘	
† Institutional - Intensive (a/c)	▨	⁘	⁘	⁘	⁘	
† Institutional - Extensive (a/c)	▨	⁘			⁘	
Institutional - Intensive (w/o a/c)	▨	▨	⁘	⁘	▨	⁘
Institutional - Extensive (w/o a/c)	▨	▨	⁘		▨	⁘
Industrial - Service	▨					
Industrial - Manufacturing	▨					
Industrial - Extractive	▨					
Transportation/Utilities	▨					
Agricultural						
Recreational - Golf	▨					
Recreational - Sports Arena or Stadium	▨					
Recreational - Parks	▨	⁘			⁘	
Recreational - Water	▨	⁘			⁘	
Forests, Wildlife Habitats	▨					

a/c indicates air conditioning

† Medical, Educational and Religious Facilities

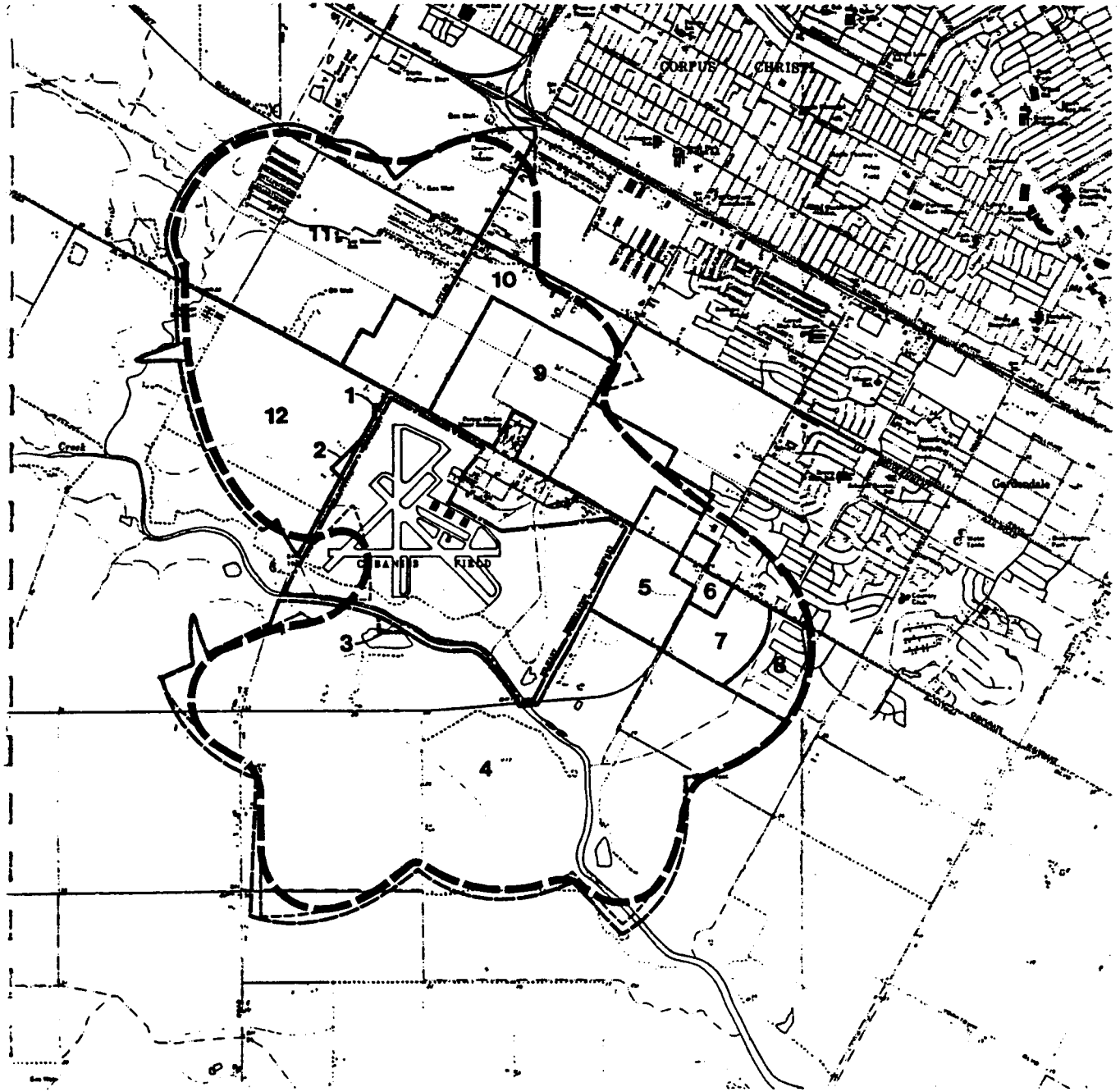
▨ No New Development

⁘ Restricted Development

☐ No Restrictions

Land use objectives

Exhibit I.4



Legend

- Installation boundary
- SPA boundary
- Limit of AICUZ

NORTH

Scale in feet
0 2000 4000 6000
0 1/2 1 2
Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Special planning areas, AICUZ

Exhibit I.6

SPA	AICUZ Zones	Existing Use	Existing Zoning	Property Ownership	Planned Use and Development Pressures	Most Compatible Use	Recommended Compatible Use	IMPLEMENTATION STRATEGY
1	A	Agricultural		One owner	None known	No developed use	Agricultural	- Pass Airport Zoning Regulations for NAAF Cabaniss to exclude obstructions within the extra hazard area (1000 feet from end of runway)
2	A	Agricultural		Two owners principally	None known	No developed use	Agricultural	- Same as above
3	A	Agricultural		One owner	None known	No developed use	Agricultural	- Same as above
4	C-3, C-2, C-1, 2	Agricultural use		Multiple	None known	Agricultural	Agricultural	- Zone newly annexed territory as F-R, farm-rural - For comprehensive planning occuring for this area, appropriate low density residential or non-residential uses should be designated
5	C-1, 2	Light industrial park, agricultural use	I-2	Two owners principally	Industrial expansion	Industrial use	Industrial use	- Designate compatible industrial use in comprehensive plan
6	1	Vacant, in agricultural use	B-4, A-1	Multiple	Strong pressures for commercial development at intersection	Commercial use	Commercial use	- Designate compatible commercial use in comprehensive plan
7	2 & 1	Vacant, undeveloped	R-2, A-1	One owner/developer	Anticipated multi-family development	Multifamily development	Multifamily development	- Designate compatible multifamily use in comprehensive plan - Amend building code to include sound attenuation requirements - Require disclosure statements for plats in high noise exposure areas

NAAF Cabaniss
Corpus Christi, Texas

Land use control plan for special planning areas, AICUZ

Exhibit I.7

SPA	AICUZ Zones	Existing Use	Existing Zoning	Property Ownership	Planned Use and Development Pressures	Most Compatible Use	Recommended Compatible Use	IMPLEMENTATION STRATEGY
8	2	Single family subdivision, limited undeveloped areas	R-1B	Multiple	Infilling of subdivision expected	Single family with air conditioning	Single family with air conditioning	- Designate compatible single family use in comprehensive plan - Amend building code to include sound attenuation requirements - Require disclosure statements for plats lying in CNR-3 and CNR-2.
9	C-2, C-1, 2, 1	Scattered rural residences agricultural use	R-1B	Multiple	Limited pressures for development given unavailable sewer service	Agricultural	Agricultural	- Designate compatible agricultural use in comprehensive plan - Rezoning from R-1B to R-E to ensure low density single family development - Amend building code to include sound attenuation requirements - Require disclosure statements for plats lying in high noise exposure areas.
10	C-3, C-2, C-1	Industrial development; scattered rural residences	I-2, R-1B	Multiple	Strong pressures for development at intersection of Ayers and Saratoga	Industrial	Industrial	- Designate compatible industrial use in comprehensive plan - Rezoning R-1B to I-2
11	C-2, C-1, 2	Single family subdivision scattered rural residences, Agricultural use	R-1B, I-2, A-1	Multiple	None known	Agricultural Industrial Commercial	Agricultural Industrial Commercial	- Designate compatible agricultural, industrial and commercial uses in comprehensive plan - Rezoning from R-1B to R-E to ensure low density single family development with noise zone disclosure required - Amend building code to include sound attenuation requirements - Require disclosure statements for plats lying in high noise exposure areas
12	C-3, C-2, C-1, 2	Sanitary land fill, scattered rural residences		Multiple	None known	Agricultural	Agricultural	- Zone newly annexed territory for R-R farm-rural - For comprehensive planning occurring for this area, appropriate low density residential or non-residential uses should be designated.

NALF Cabaniss
Corpus Christi, Texas

Land use control plan for special planning areas, AICUZ

Exhibit I.7

Note:	All	Development activities in the vicinity of NAL: Urbanists should additional: be subjected to the following: - Discretionary location of community facilities, especially schools, - Capital improvements programming sensitive to AICUZ compatible development near installation, - Community/Navy liaison group to extend public awareness of noise exposure and Navy AICUZ program and to monitor development, - Awareness of noise exposure as a factor in conventional mortgage review by local lending institutions.						

Land use control plan for special planning areas, AICUZ

Exhibit I.

HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

CNR	Composite noise ratings
	CNR zone 1
	CNR zone 2
	CNR zone 3
●	Location of noise complaints
	Installation boundary
	Limit of AICUZ

NORTH

Scale in feet

0 2000 4000 6000

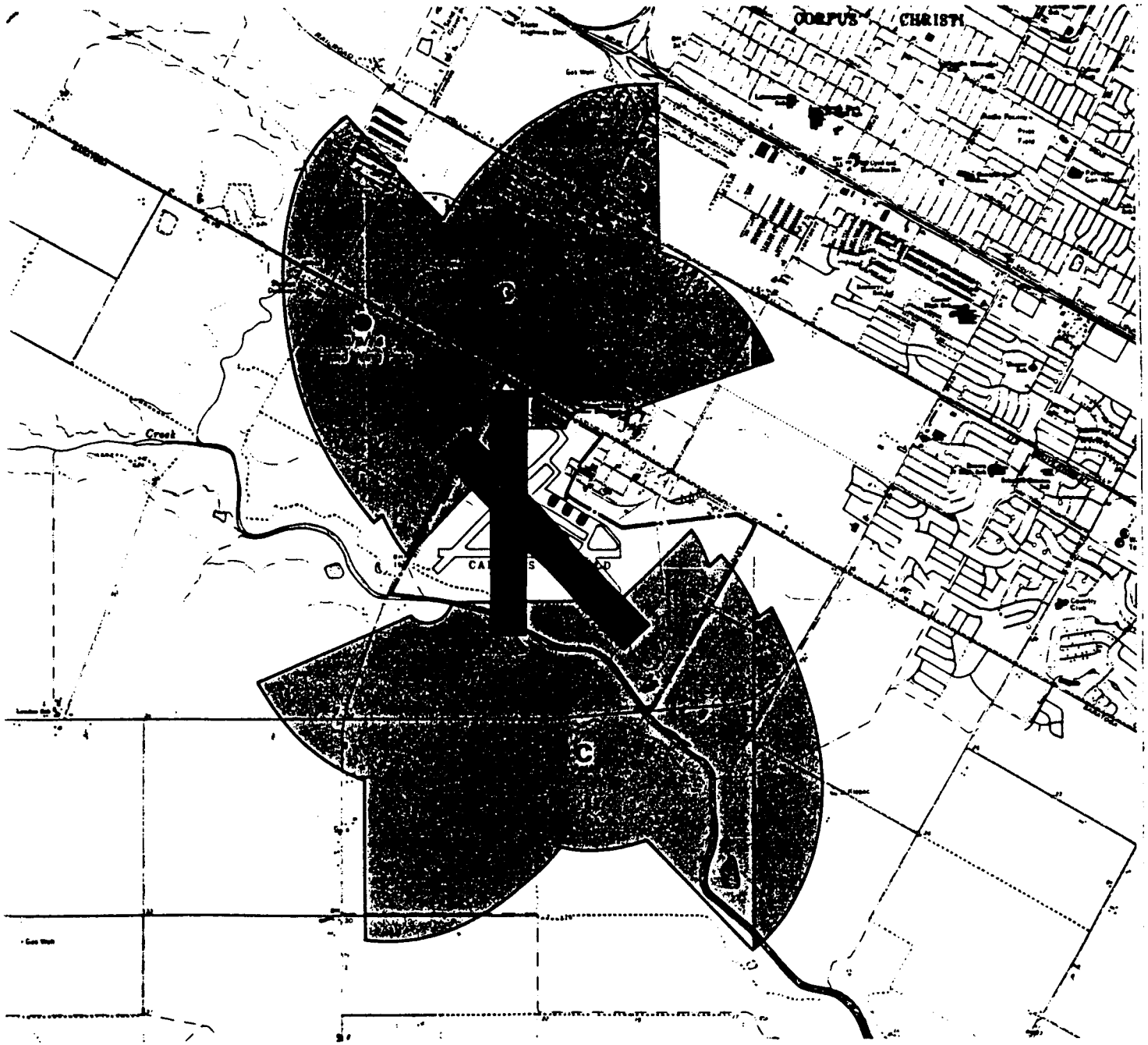
0 1/2 1 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

CNR's
and noise complaints,
AICUZ

Exhibit IV.1



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

Accident potential zones (APZ)

A

C

Aircraft crash sites

Installation boundary

NORTH

Scale in feet

0 1,000 2,000 3,000 4,000 5,000

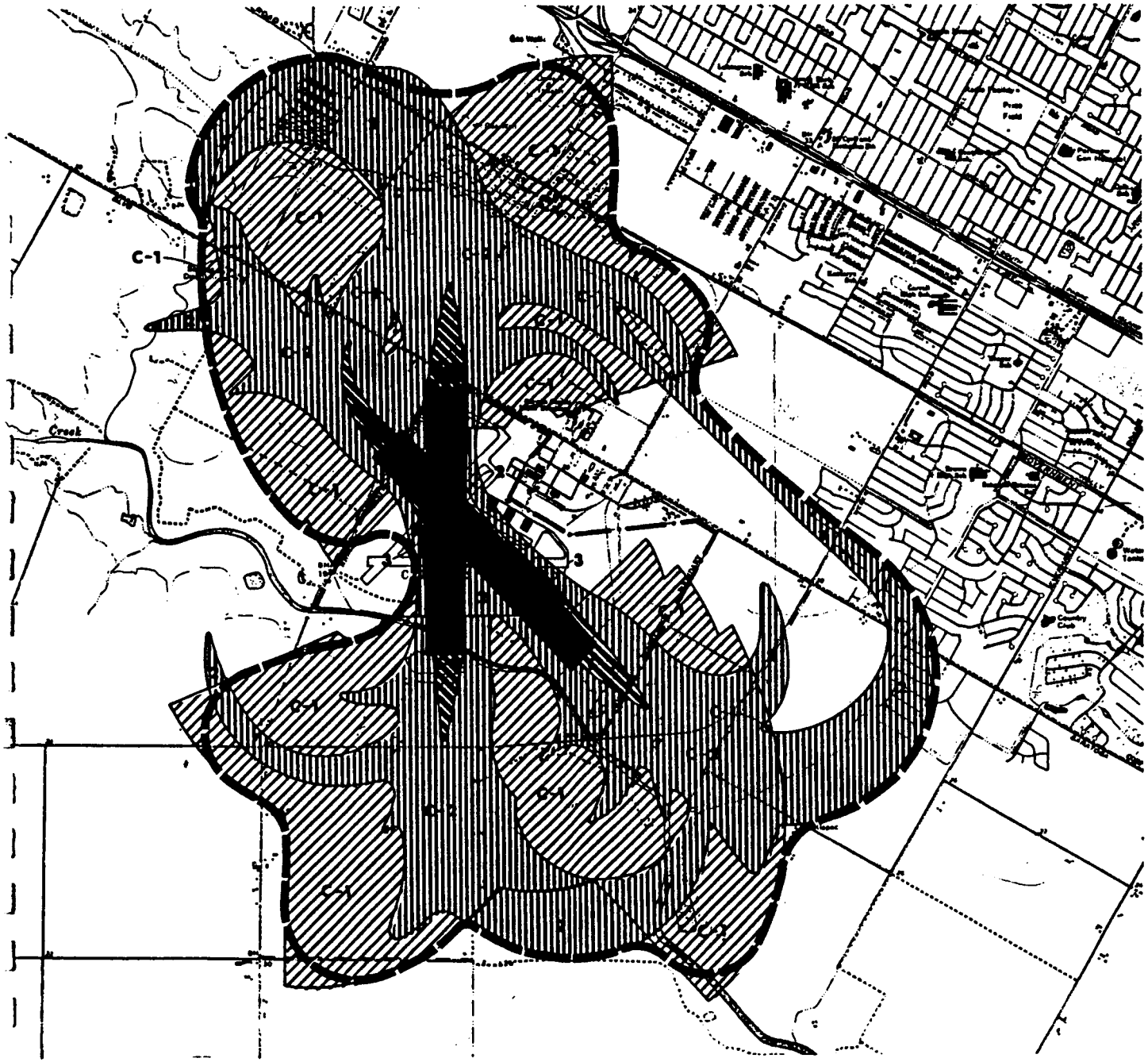
0 .5 1 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

APZ's and aircraft accidents, AICUZ

Exhibit IV.3



Legend

CNR ZONES

1 2 3

ACCIDENT POTENTIAL ZONES

C

B

A

Installation boundary

Limit of AICUZ

NORTH

Scale in statute miles

0 1/2 1

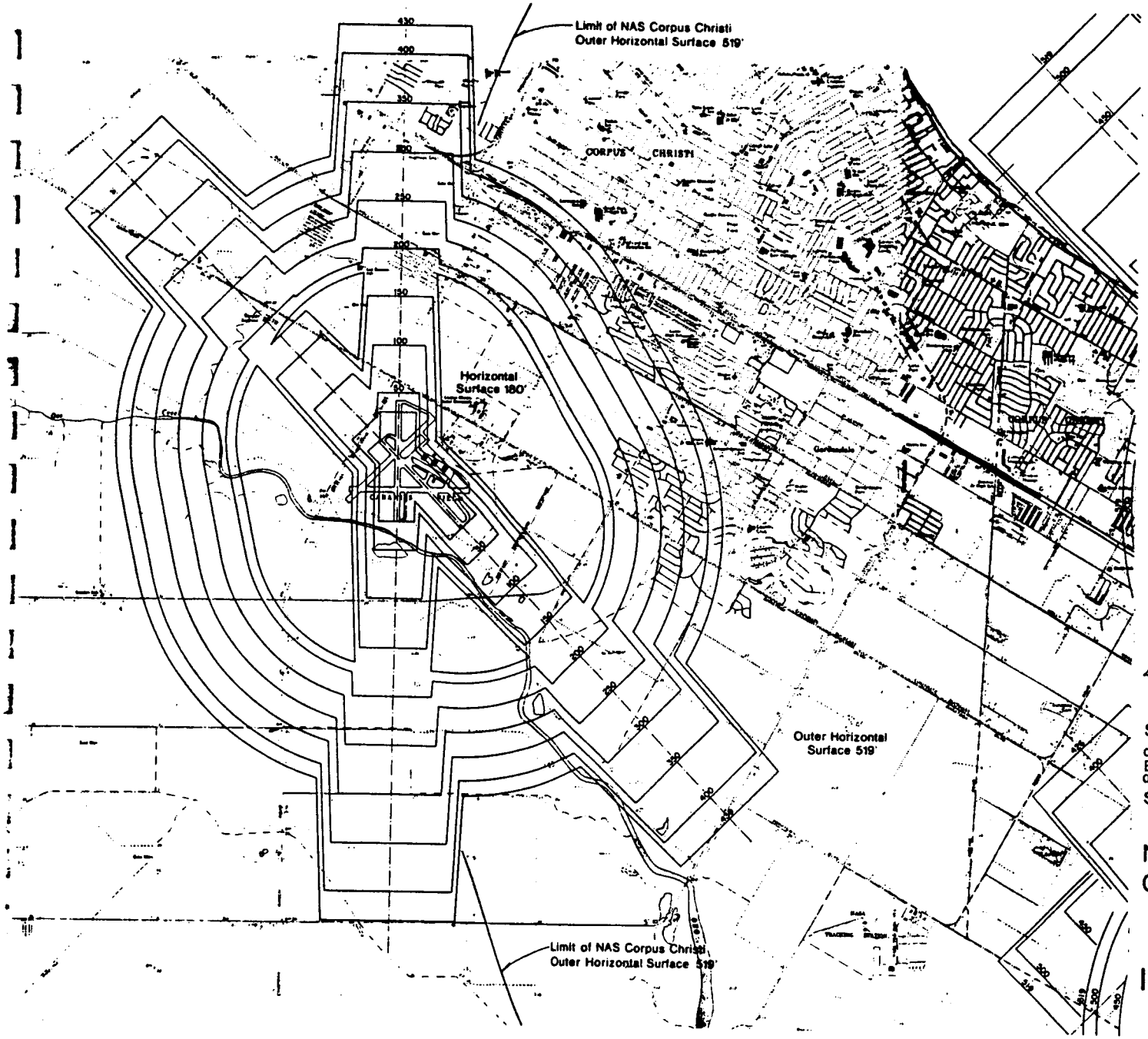
0 .5 1 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Composite zones
and AICUZ

Exhibit IV.5



HOWARD NEEDLES TAMMEN & BERGENDOFF

NORTH

Scale in statute miles

0 1/2 1 2

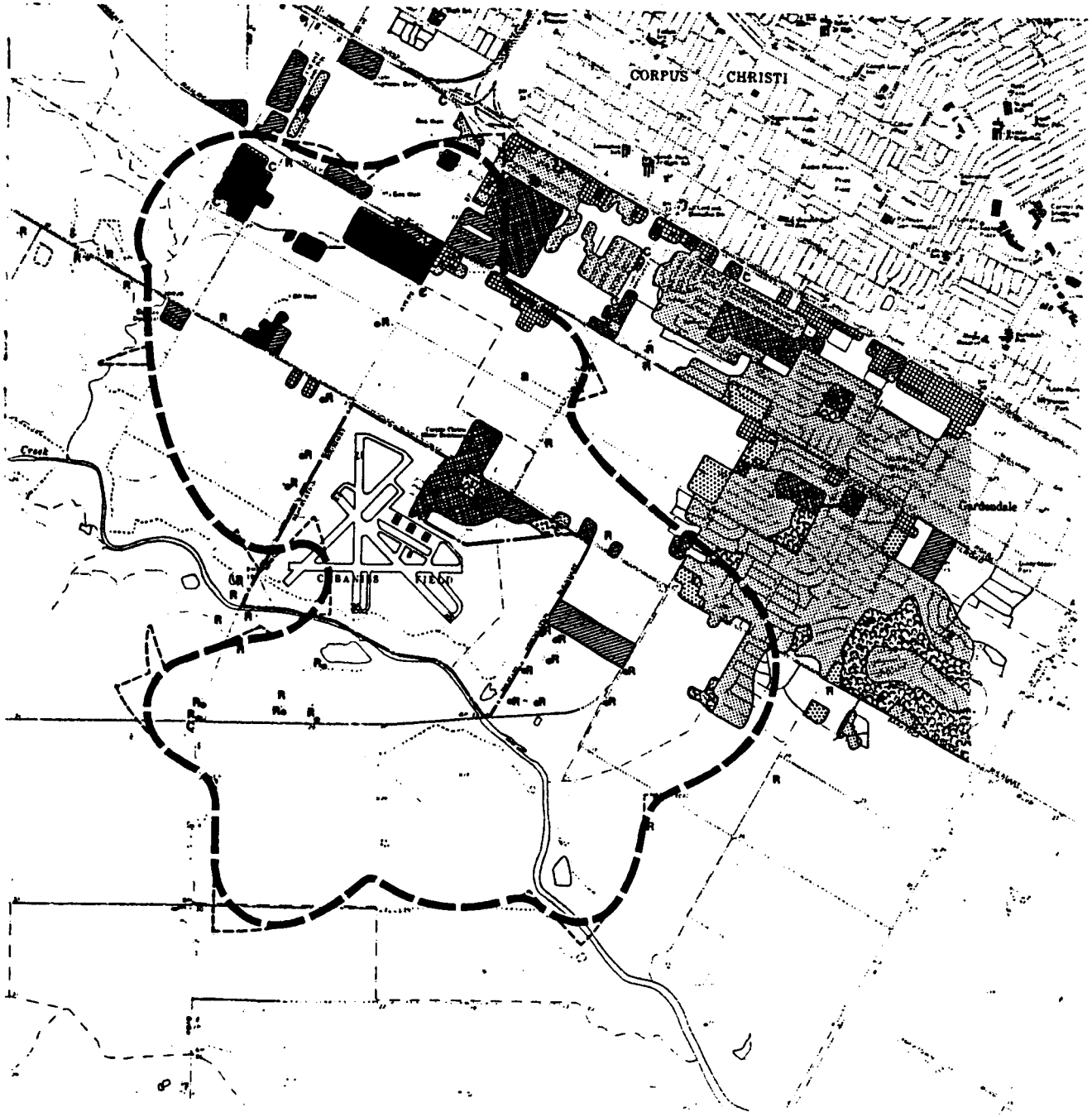
0 1 2 3

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Imaginary surfaces

Exhibit IV.7



Legend

- (R) Single family residential
- Multi-family residential
- Mobile homes
- Institutional
- Parks and recreational
- (C) Commercial
- Industrial
- Agriculture/pasture
- Incompatible use
- Limit of composite zones
- Limit of AICUZ
- Installation boundary
- ▲ Theaters, amphitheaters, stadiums

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

0 .5 1 1.5 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Incompatible land use, AICUZ

Exhibit V.2

Land use	COMPOSITE AICUZ ZONES					
	A	C-3	C-2	C-1	3	2
Residential-Mobile Homes (≤1 unit/acre)						
Residential Mobile Homes (>1 unit/acre)						
Residential-Single family (a/c) (≤1 unit/acre)						
Residential-Single family (a/c) (>1 unit/acre)						
Residential-Single family (w/o a/c) (≤1unit/acre)						
Residential-Single family (w/o a/c) (>1 unit/acre)						
Residential-Multi-family (≤10% ground coverage)						
Residential-Multi-family (>10% ground coverage)						
Commercial - Resort						
Commercial - Retail						
Commercial - Wholesale						
Commercial - Office						
† Institutional - Intensive (a/c)						
† Institutional - Extensive (a/c)						
† Institutional - Intensive (w/o a/c)						
† Institutional - Extensive (w/o a/c)						
Industrial - Service						
Industrial - Manufacturing						
Industrial - Extractive						
Transportation/Utilities						
Agricultural						
Recreational - Golf						
Recreational - Sports Arena or Stadium						
Recreational - Parks						
Recreational - Water						
Forests, Wildlife Habitats						

a/c indicates air conditioning

† Medical, Educational and Religious Facilities

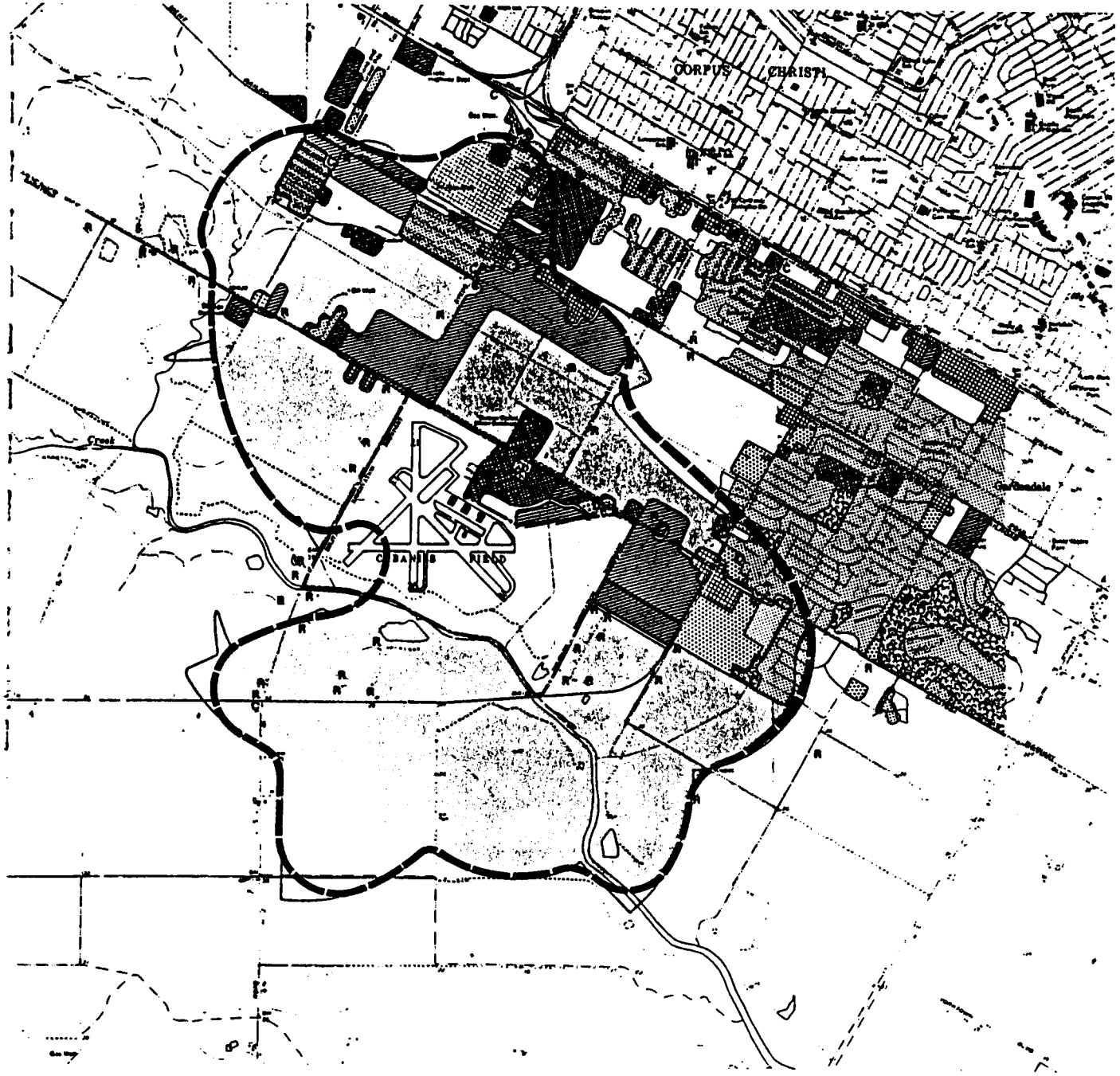
No New Development

Restricted Development

No Restrictions

Land use objectives

Exhibit V.1



Legend

EXISTING	COMPATIBLE	
		(R) Single family res.
		Multi-family res.
		(M) Mobile homes
		Institutional
		Parks and recreational
		(C) Commercial
		Industrial
		Agriculture/ pasture
		Installation boundary
		Limit of AICUZ
		Theaters, amphitheaters, stadiums

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

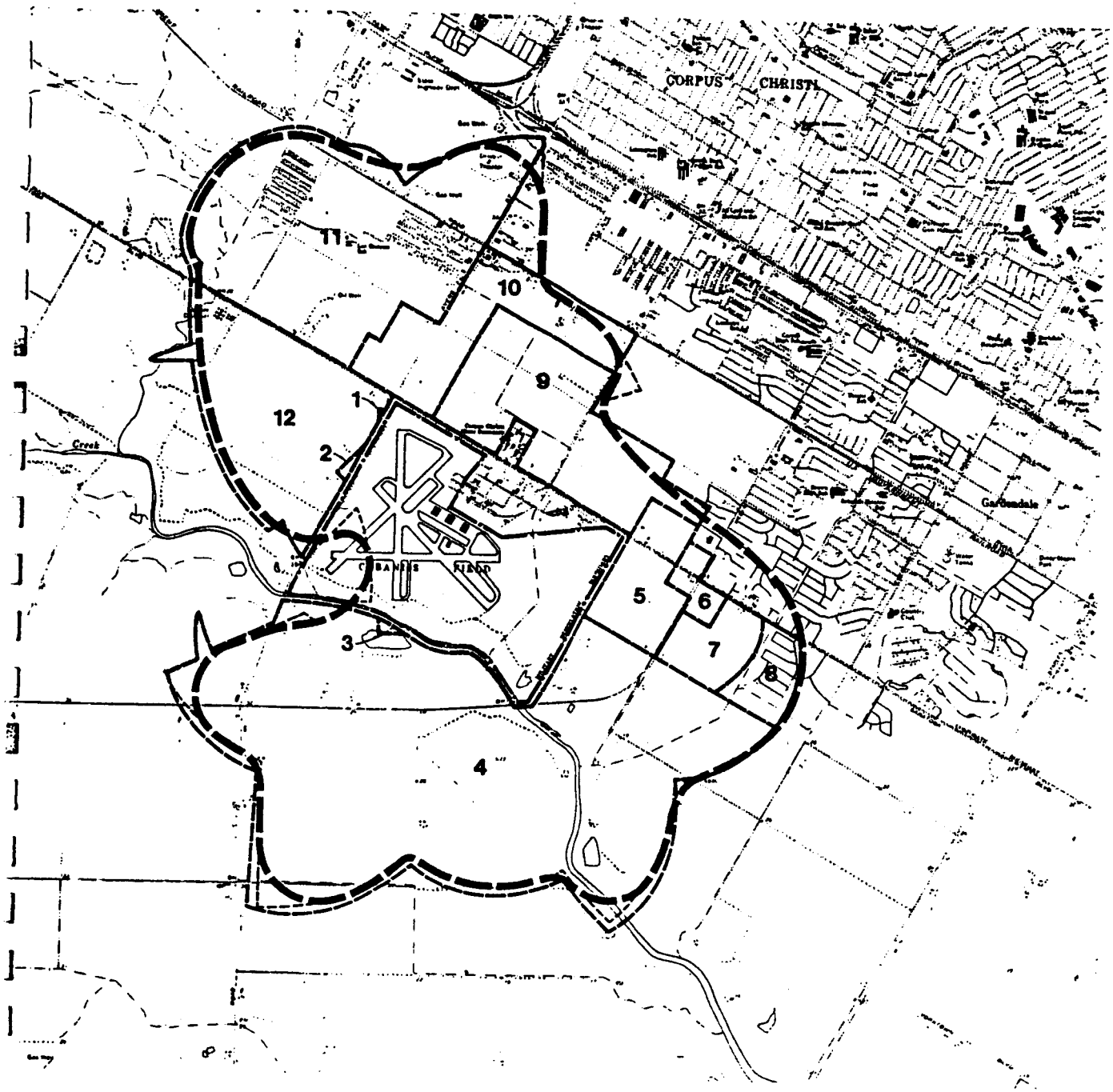
0 .5 1 1.5 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Compatible land use for undeveloped areas, AICUZ

Exhibit V.4



Legend

Installation boundary

SPA boundary

Limit of AICUZ

NORTH

Scale in feet

0 2000 4000 6000

0 1/2 1 2

Scale in kilometers

NALF Cabaniss,
Corpus Christi, Texas

Special planning areas,
AICUZ

Exhibit V.5

Land use		AICUZ ZONE								
SLUCM CODE	CATEGORY	A	B-3	B-2	B-1	C-3	C-2	C-1	3	2
	1. RESIDENTIAL									
112	Single Family			1,2	2		1,2	2		1
113	Two-Four Family			1,2	2		1,2	2		1
114	Multi-Family Apts.			1,2	2		1,2	2		1
12	Group Quarters			1,2	2		1,2	2		1
13	Residential Hotels			1,2	2		1,2	2		1
14	Mobile Home Parks or Courts			1,2	2		1,2	2		1
15	Transient Lodging			1,2	2	1,2	1,2	2	1	1
	2 and 3. MANUFACTURING									
21	Food & Kindred Products		3,4	4	4	3			3	
22	Textile Mill Products		3,4	4	4	3			3	
23	Apparel & Similar Products		3,4	4	4	3			3	
24	Lumber & Wood Products		3,4	4	4	3			3	
25	Furniture & Fixtures		3,4	4	4	3			3	
26	Paper & Allied Products		3,4	4	4	3			3	
27	Printing & Publishing		3,4	4	4	3			3	
28	Chemicals & Allied Products		3,4	4	4	3			3	
29	Petroleum Refining & Related Industries								3	
31	Rubber & Plastic Products		3,4	4	4	3			3	
32	Stone, Clay, & Glass		3,4	4	4	3			3	
33	Primary Metal Industries		3,4	4	4	3			3	
34	Fabricated Metal Products		3,4	4	4	3			3	
35	Professional & Scientific Instruments		3,4	4	4	3	3		3	3

1-4: See notes on pages following this chart

No New Development

Restricted New Development

No Restrictions

Land use objectives amplified

Exhibit G.1

Land use		AICUZ ZONE								
SLUCM CODE	CATEGORY	A	B-3	B-2	B-1	C-3	C-2	C-1	3	2
	4. TRANSPORTATION, COMMUNICATION & UTILITIES									
41	R.R.,and Rail Transportation									
42	Motor Vehicle Transportation									
44	Marine Craft Transportation									
45	Hwy. & St. Right Of Way									
46	Automobile Parking									
47	Communications		3	3		3	3		3	3
48	Utilities	7								
	5. TRADE									
51	Wholesale Trade		4	4	4					
52	Retail Trade-Bldg. Materials, Hdw. & Farm Eqt		4	4	4	3			3	
53	Retail Trade-Gen. Mdse.		3,4	3,4	4	3			3	
54	Retail Trade - Food		3,4	3,4	4	3			3	
55	Retail Trade-Automotive Marine Craft, Aircraft		3,4	3,4	4	3			3	
56	Retail Trade-Apparel & Accessories		3,4	3,4	4	3			3	
57	Retail Trade-Furniture, Home Furnishings, & Equip.		3,4	3,4	4	3			3	
58	Retail Trade-Eating & Drinking					3			3	
	6. SERVICES									
61	Finance, Insurance, & Real Estate Services		4,8	4	4	8			8	
62	Personal Services		4,8	4	4	8			8	
63	Business Services		4,8	4	4	8			8	
64	Repair Services		3,4	4	4	3			3	
651	Medical & Health Services			4	4		8		8	
652-9	Professional Services		4,8	4	4	8			8	
66	Contract Construction Services									
671	Government Offices		4,8	4	4	8			8	

3-8: See notes on pages following this chart

No New Development Restricted New Development No Restrictions

Land use objectives amplified (continued)

Exhibit G.1

Land use		AICUZ ZONE								
SLUCM CODE	CATEGORY	A	B-3	B-2	B-1	C-3	C-2	C-1	3	2
674	Correctional Institutions			1,2	2		1,2	2		
675	Military Installations		9	9	9	9	9	9	9	9
68	Educational Services					4	4	4		
691	Religious Activities		4,8	4	4	8			8	
	7. CULTURAL ENTERTAINMENT AND RECREATION									
711	Cultural Activities			4,8	4		8			8
712	Nature Exhibits		10	10	10	10	10		10	10
721	Entertainment Assembly						11	11		11
722	Sports Assembly					11	11	11	11	11
723	Public Assembly (Auditoriums)			4,8	4		8			8
73	Amusements (Outdoor)									
741	Sports Activities									
743-4	Water Based Activities									
75	Resorts & Group Camps									
761	Playgrounds & Neighborhood Parks		12	12	12	12			12	
762-4	Community Parks		12	12	12	12			12	
	8. RESOURCE PRODUCTION AND EXTRACTION									
814	Agricultural Except Livestock									
815-17	Livestock Farming, Animal Breeding		13			13			13	
82	Agricultural Related Activities									
83	Forestry Activities & Related Services									
84	Fishing Activities & Related Services									
85	Mining Activities & Related Services									
	9. UNDEVELOPED LAND AND WATER AREAS									
91	Undeveloped, Unused Land, Excluding Non-Commercial Forests									
92	Non-Commercial Forests									
93	Water Areas									

1-13: See notes on pages following this chart

No New Development Restricted New Development No Restrictions

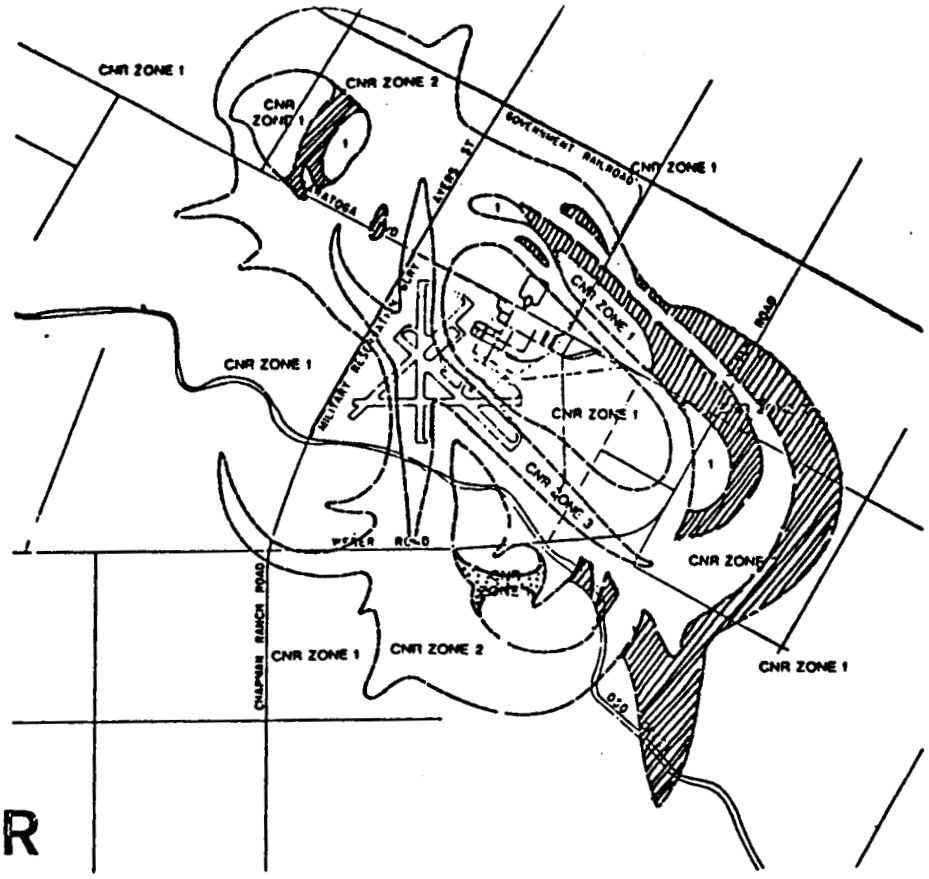
Land use objectives amplified (continued)

Exhibit G.1

Station: NALF Cabaniss

Operational Change Description: Establish Runway 17 as the noise abatement runway with an allowable cross wind component suitable for trainee pilots: establish a system to monitor the use of this runway.

Factor	Evaluation
Changes in CNR Zones	CNR-3 toward Weber Road contracts by approximately 50 acres of farmland and removes 2 farm rural residences from the most intense noise zone. The major improvement occurs east of Weber where the apartment complex at Weber and Saratoga and about 150 single family homes and townhouses are removed from CNR-2. The 40 single family homes in the Schanen Estates development west of Weber are similarly improved. One church and the Fred B. Sanders school are now excluded from CNR-2. North and east of the field the CNR-2 contour decreases by about 500 acres of farmland.
Changes in APZ Zones.	No significant change.
Operational Difficulty of Implementation	None known - at 10 knots crosswind the change would increase utilization at R/W 17 from 20 to 30% and reduce R/W 13 from 52 to 42% without difficulty.
Operational Costs of Implementation	None
Summary and Decision	Implement. There are no costs and few difficulties involved in implementing this change. Substantial community benefit is achieved by the reduction in CNR-3 and CNR-2.



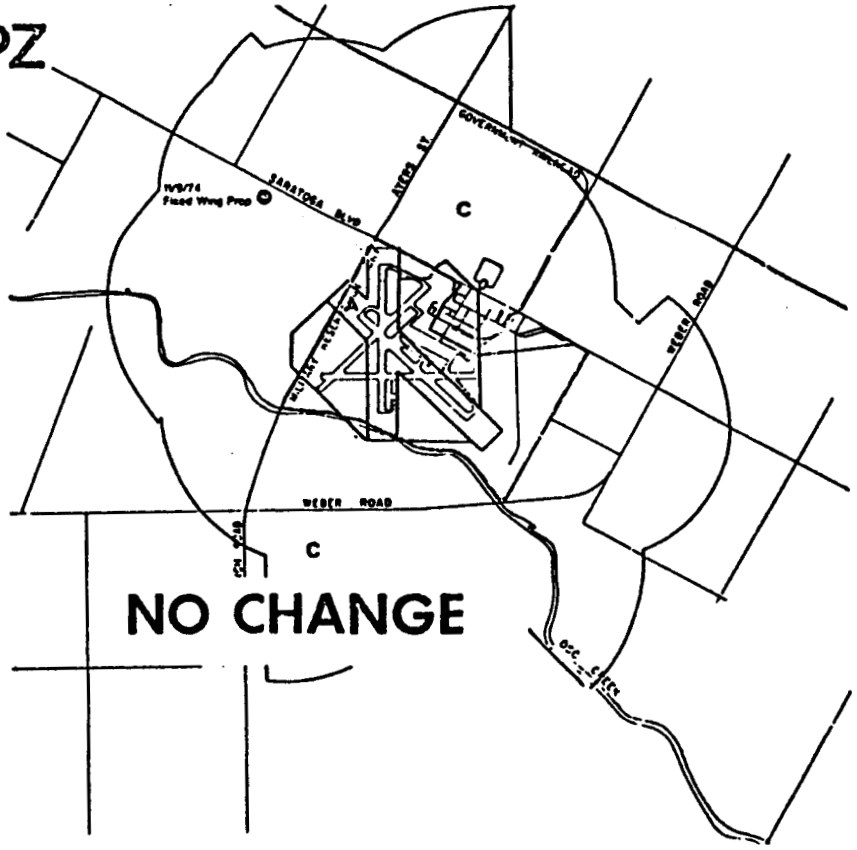
CNR

Decreased exposure

Increased exposure

NALF Cabaniss,
Corpus Christi, Texas

APZ

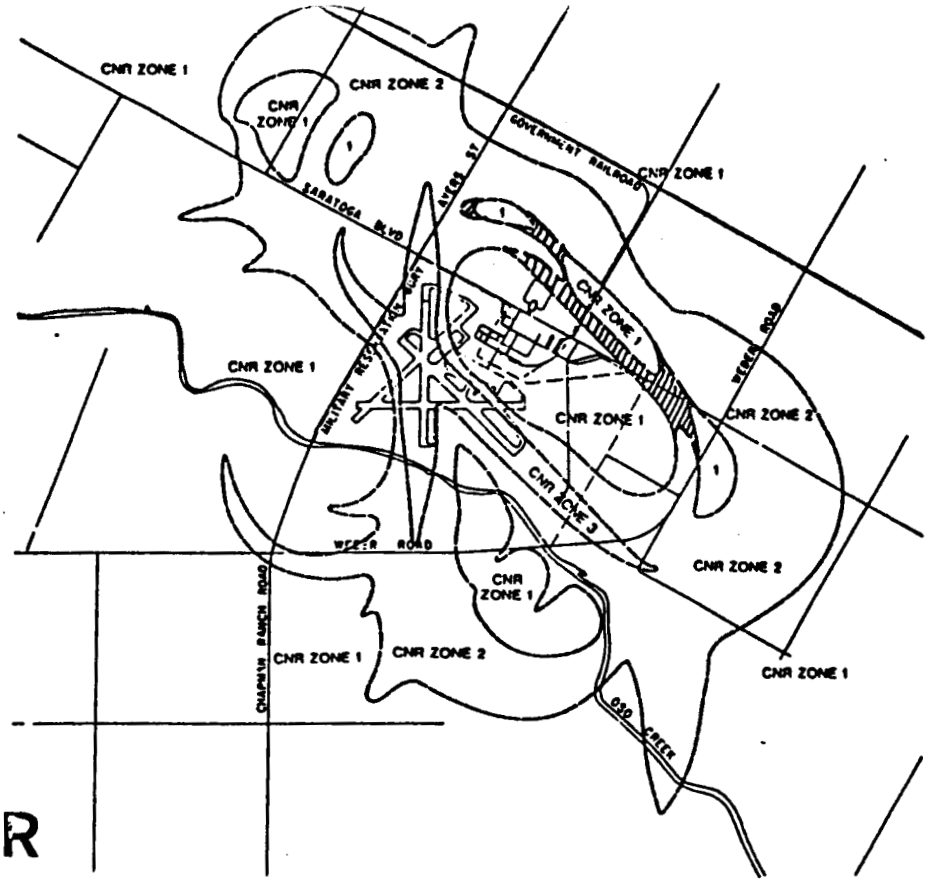


NO CHANGE

Station: NALF Cabaniss

Operational Change Description: Raise the pattern altitude to 600 feet AGL.

Factor	Evaluation
Changes in CNR Zones	Minor change: CNR-2 coverage diminishes by approximately 75 acres and improves the noise environment for one church and the Minor Seminary. The major area of conflict is not diminished at all.
Changes in APZ Zones	Significant improvement; APZ C shrinks substantially, but the area of development and strong continuing developer interest now lies outside APZ C.
Operational Difficulty of Implementing	The 600 ft. AGL altitude is standard with the fleet. No difficulty in implementation.
Operational Costs of Implementing	$6600 per annum. Additional flying time in climb and descent for each go-around.
Summary and Decision.	Implement. Major decreases in the extent of APZ "C." This change entails some operational difficulty to implement but results in only small additional annual costs of $6,600.



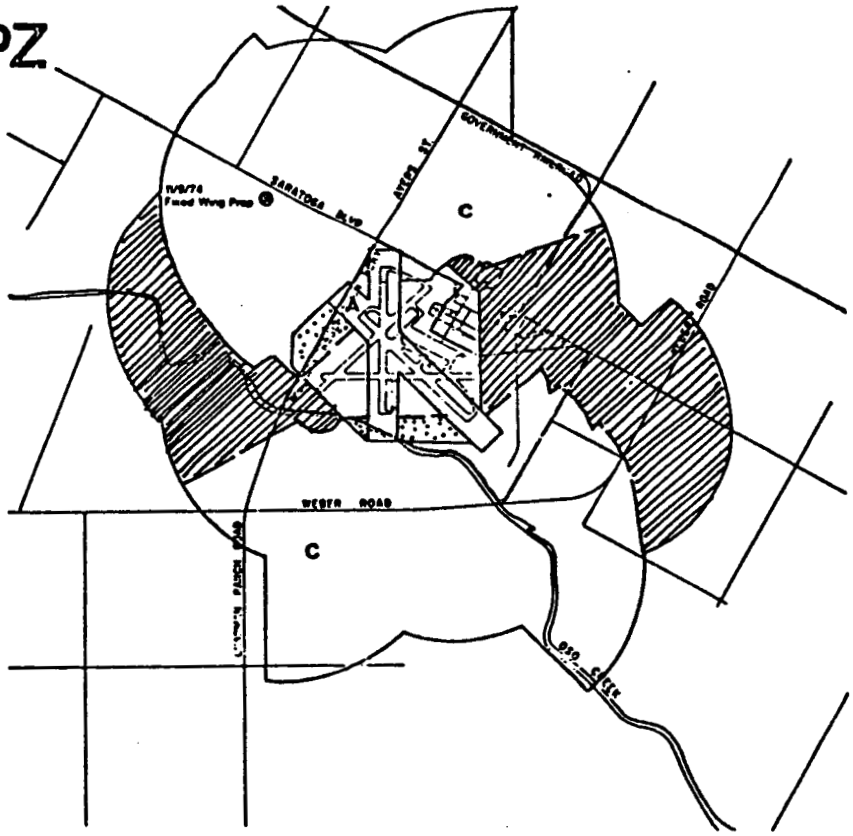
CNR

Decreased exposure

Increased exposure

NALF Cabaniss,
Corpus Christi, Texas

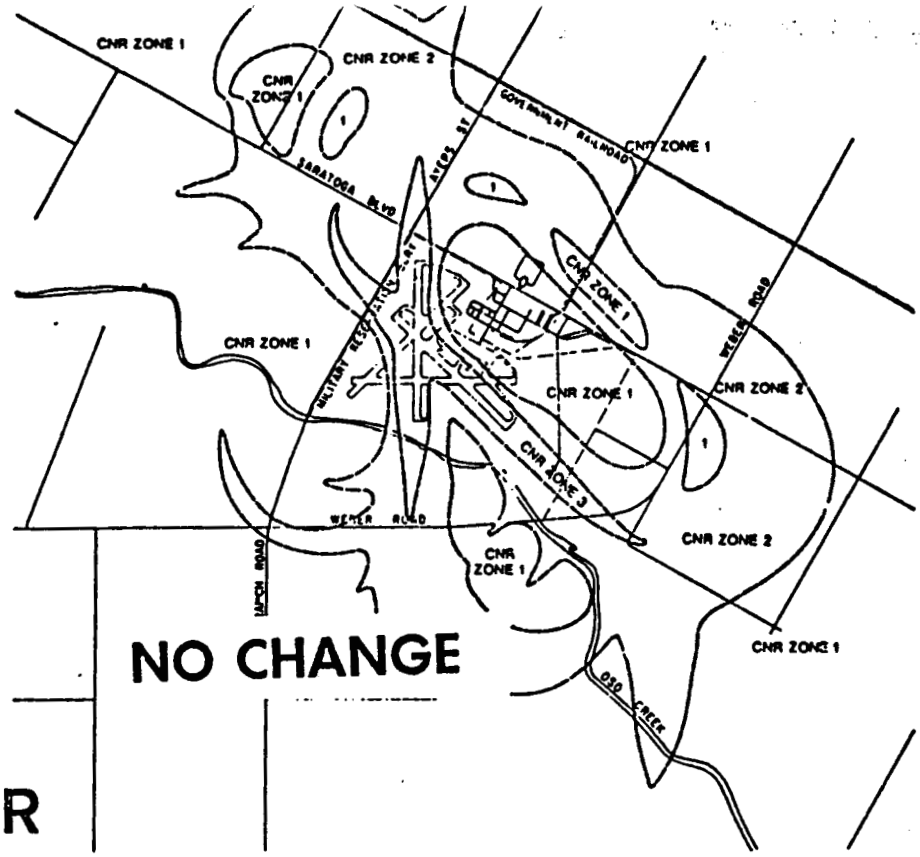
APZ



Station: NALF Cabaniss

Operational Change Description: Use Cabaniss at weekends only when this is operationally essential. Transfer these operations to NAS Corpus Christi.

Factor	Evaluation
Changes in CNR Zones	Insignificant. One secondary effect of moving weekend operations could be a reduced appreciation of the actual noise environment by prospective residents of the Cabaniss vicinity. Most of the real-estate sales and rental activity takes place at weekends when, under normal conditions, the level of air activity is low. The public would be more aware of the presence or absence of weekend operations than the shift in CNR Zones would indicate.
Changes in APZ Zones	None
Changes in community implementation actions	None
Operational difficulty of implementation	The procedure is already official policy. Weekend flying at Cabaniss occurs approximately one weekend in six when weather or other factors necessitate. Recheduling at NAS should present no problems.
Operational costs of implementation	Savings of $1,300 per annum
Summary and Decision	Implement State the procedure more positively in the operations manual as official policy.



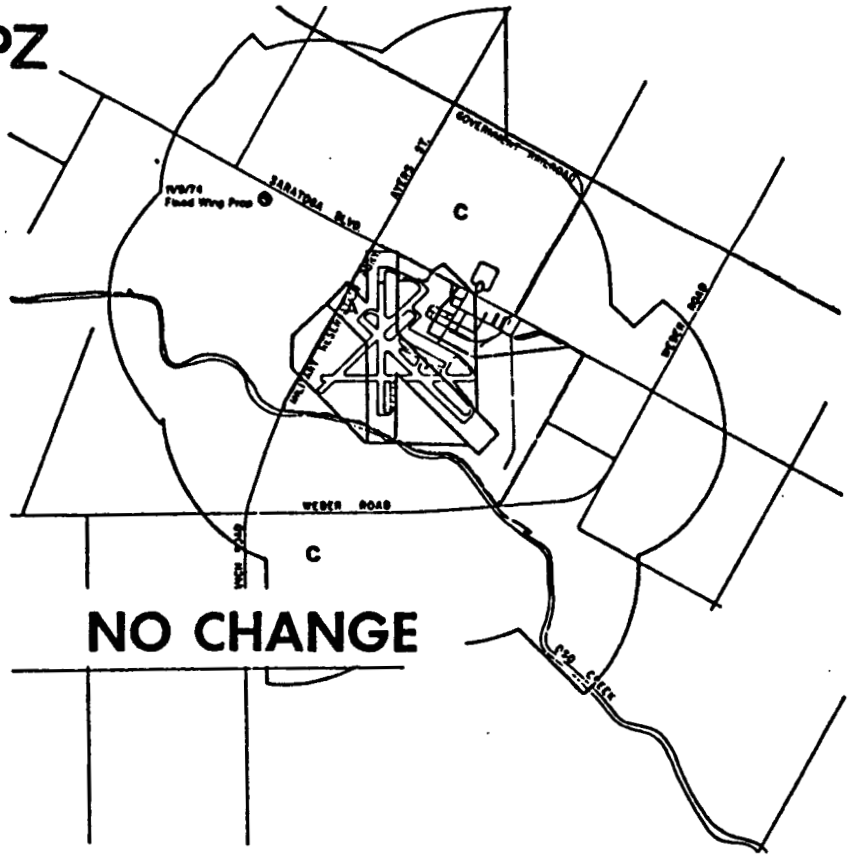
CNR

Decreased exposure

Increased exposure

NALF Cabaniss,
Corpus Christi, Texas

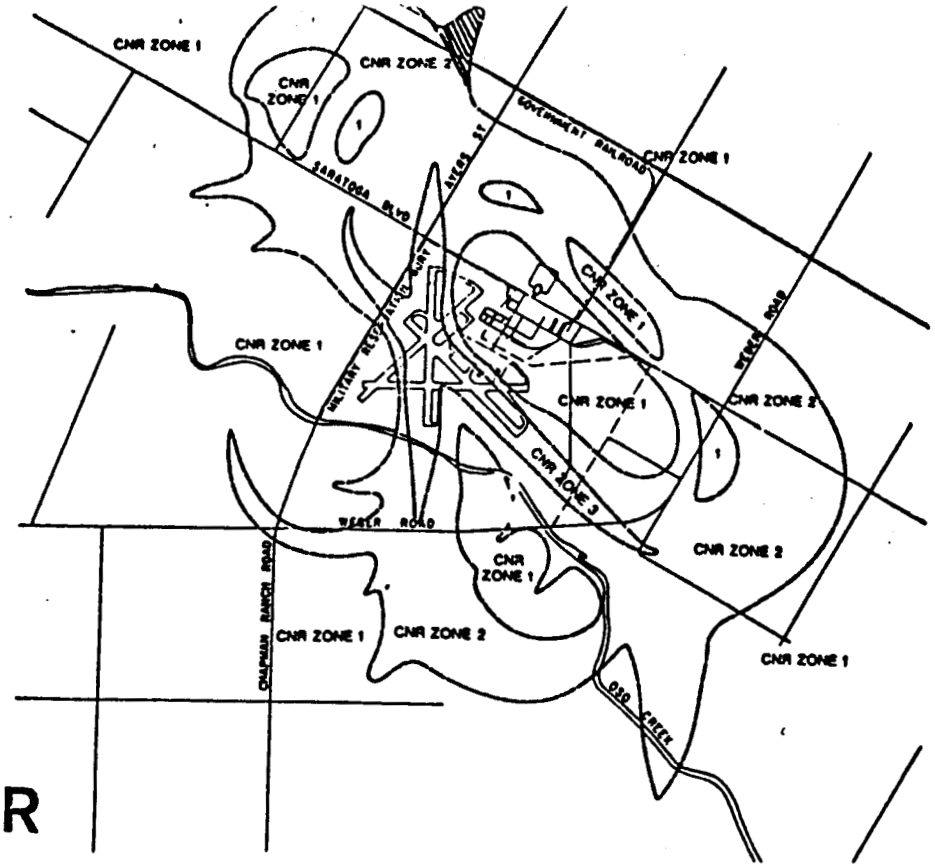
APZ



Station: NALF Cabaniss

Operational Change Description: Establish departure patterns to south and west with a climb to 2000' before returning to NAS Corpus Christi.

Factor	Evaluation
Changes in CNR Zones	Marginal improvement in CNR 2 exposure just west of Ayers -- removes five or six single family homes from CNR 2 contour. Industrial land uses would also lie outside contour.
Changes in APZ Zones	No significant effect.
Operational difficulty of implementing	None
Operational costs of implementing	$28,000 per annum. Additional flying time in climb, transit, and descent between Cabaniss and NAS.
Summary and Decision	Implement Make the change a formal part of operational procedure.



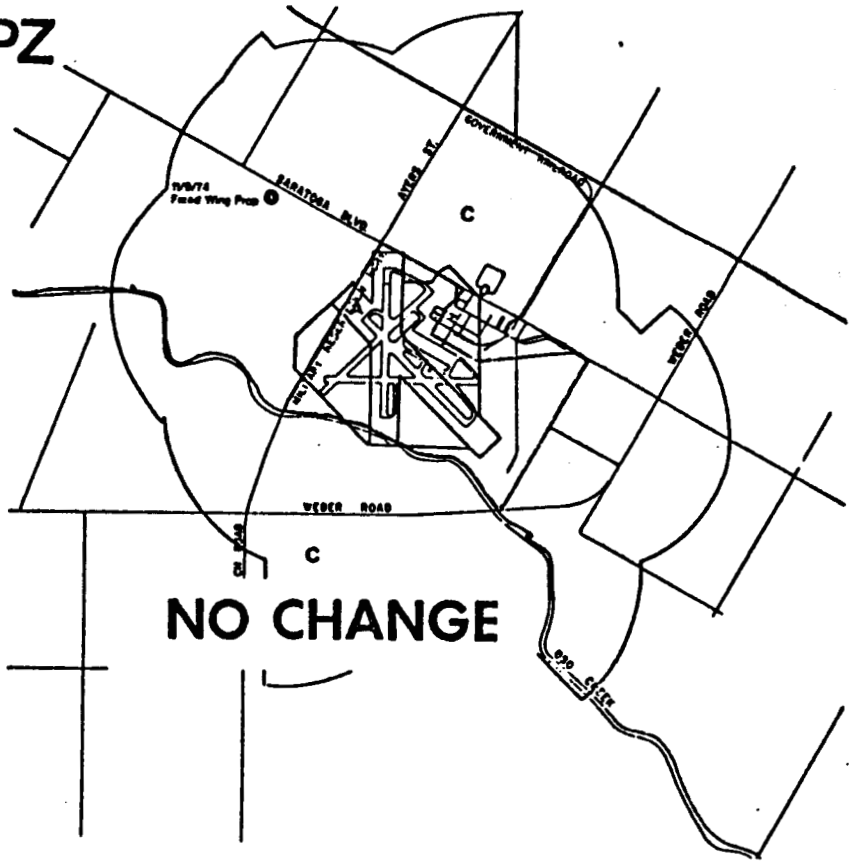
CNR

Decreased exposure

Increased exposure

NALF Cabaniss,
Corpus Christi, Texas

APZ



NO CHANGE

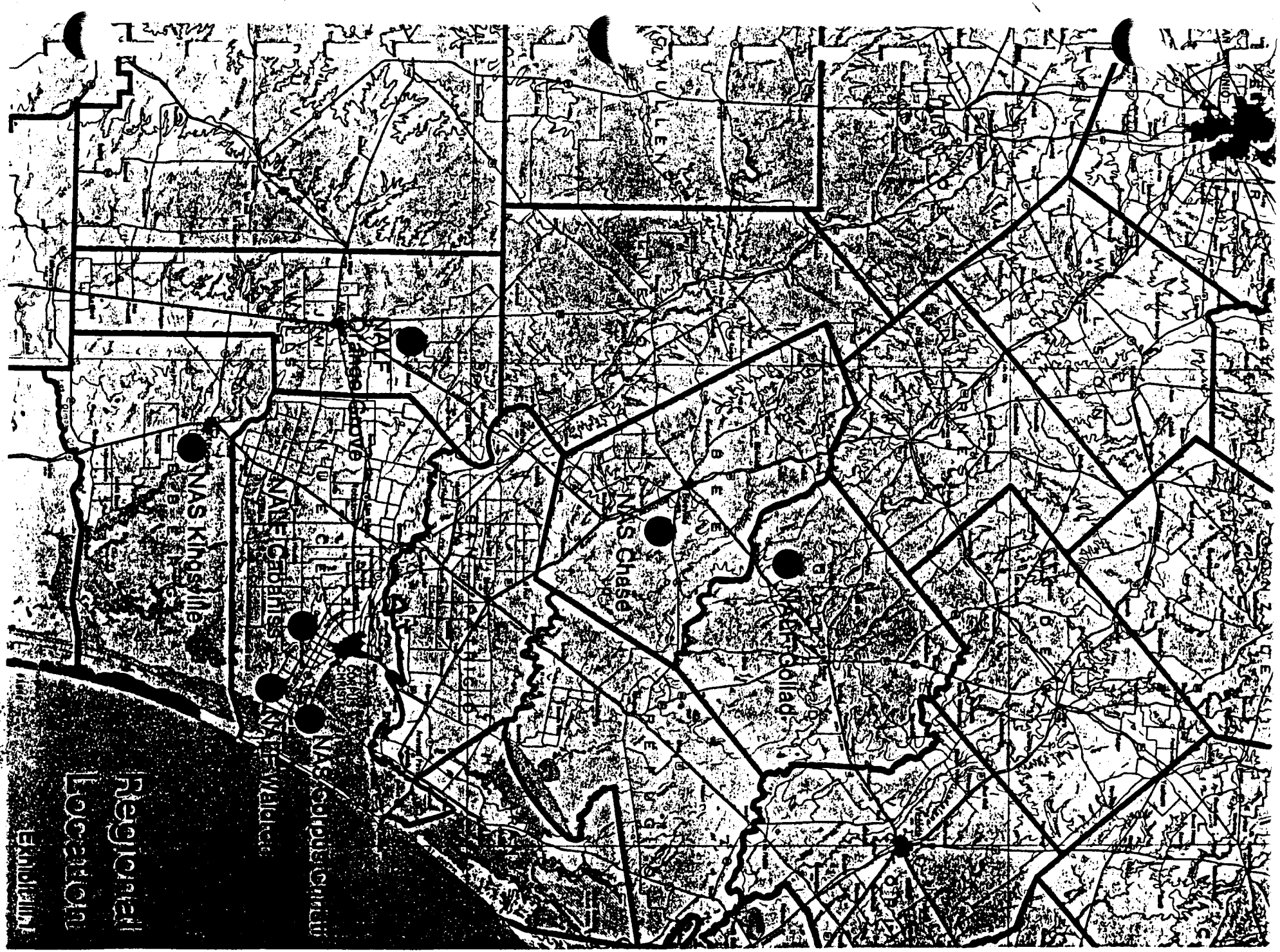
AICUZ

Air Installation Compatible Use Zones

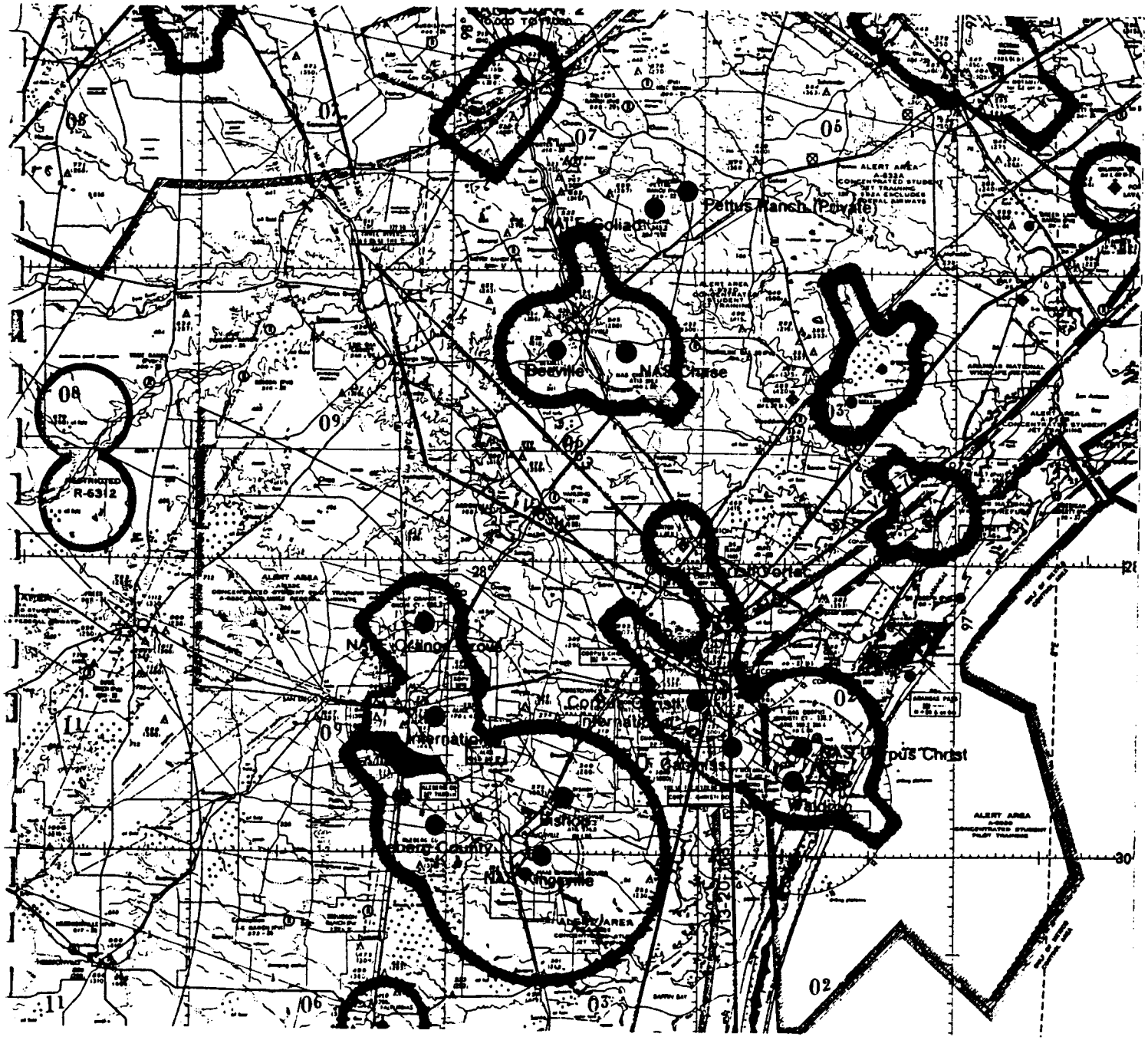
NALF Waldron
Corpus Christi, Texas

Southern Division - Naval Facilities Engineering Command
Charleston, South Carolina

Howard, Needles, Tammen & Bergendoff Architects/Engineers/Planners
Dallas, Texas



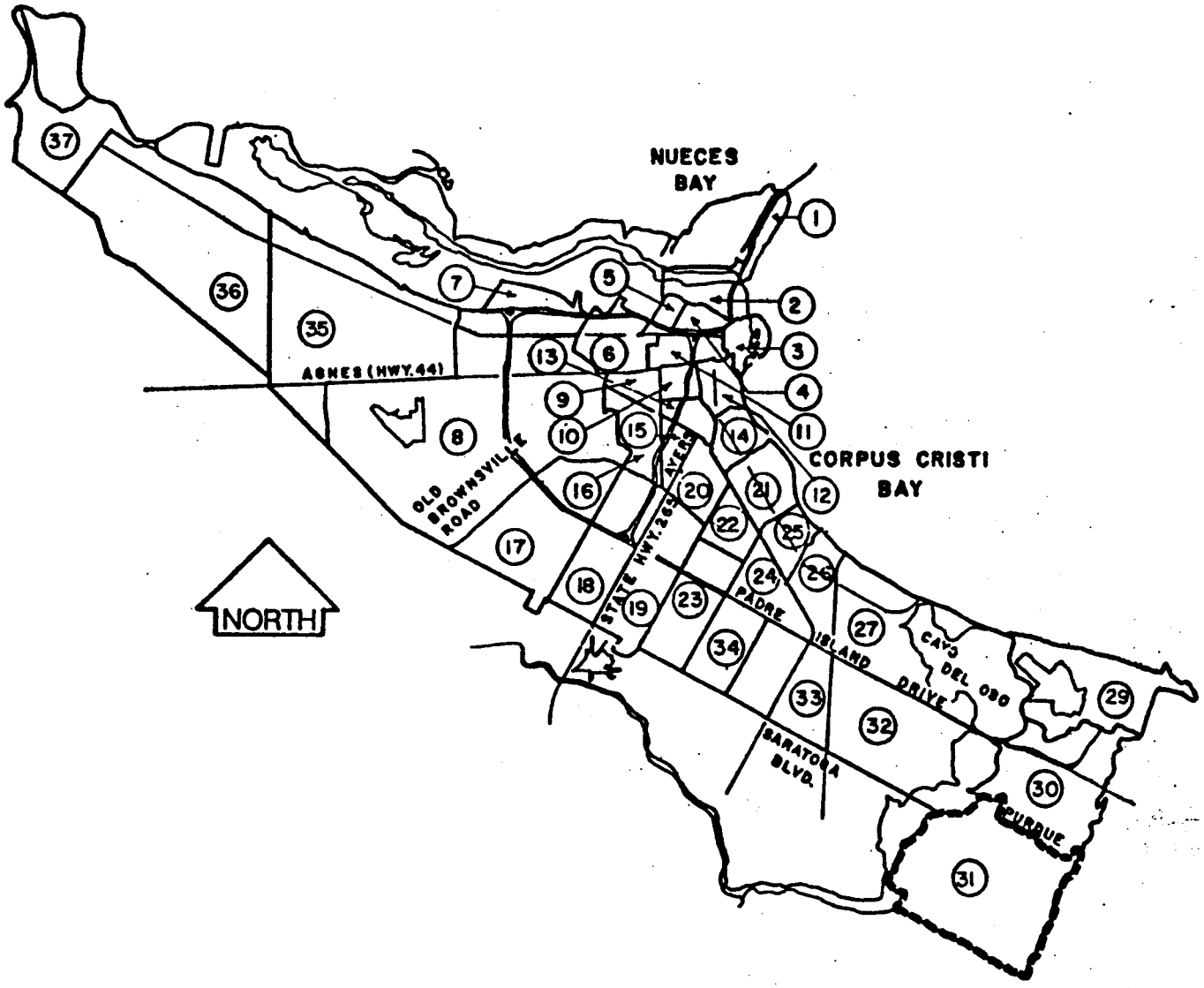
AICUZ Air Installation Compatible Use Zones Stud



Corpus Christi region, Texas

Airport system

Exhibit III.11

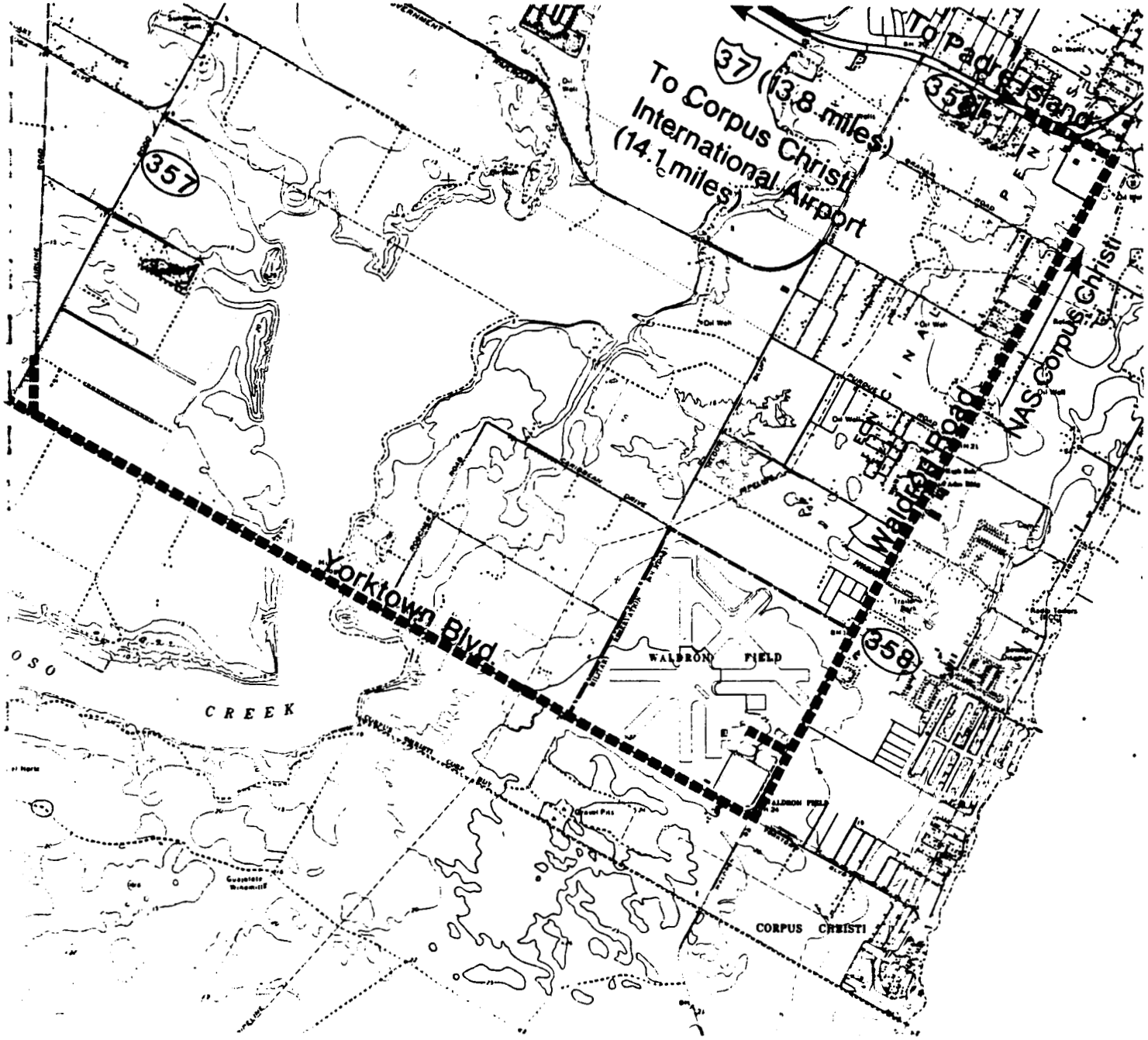


City of Corpus Christi, Texas

NALF Waldron Vicinity

1970 Census tracts

Exhibit III.3



HOWARD NEEDLES TAMMEN & BERGENDOFF

Installation boundary

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

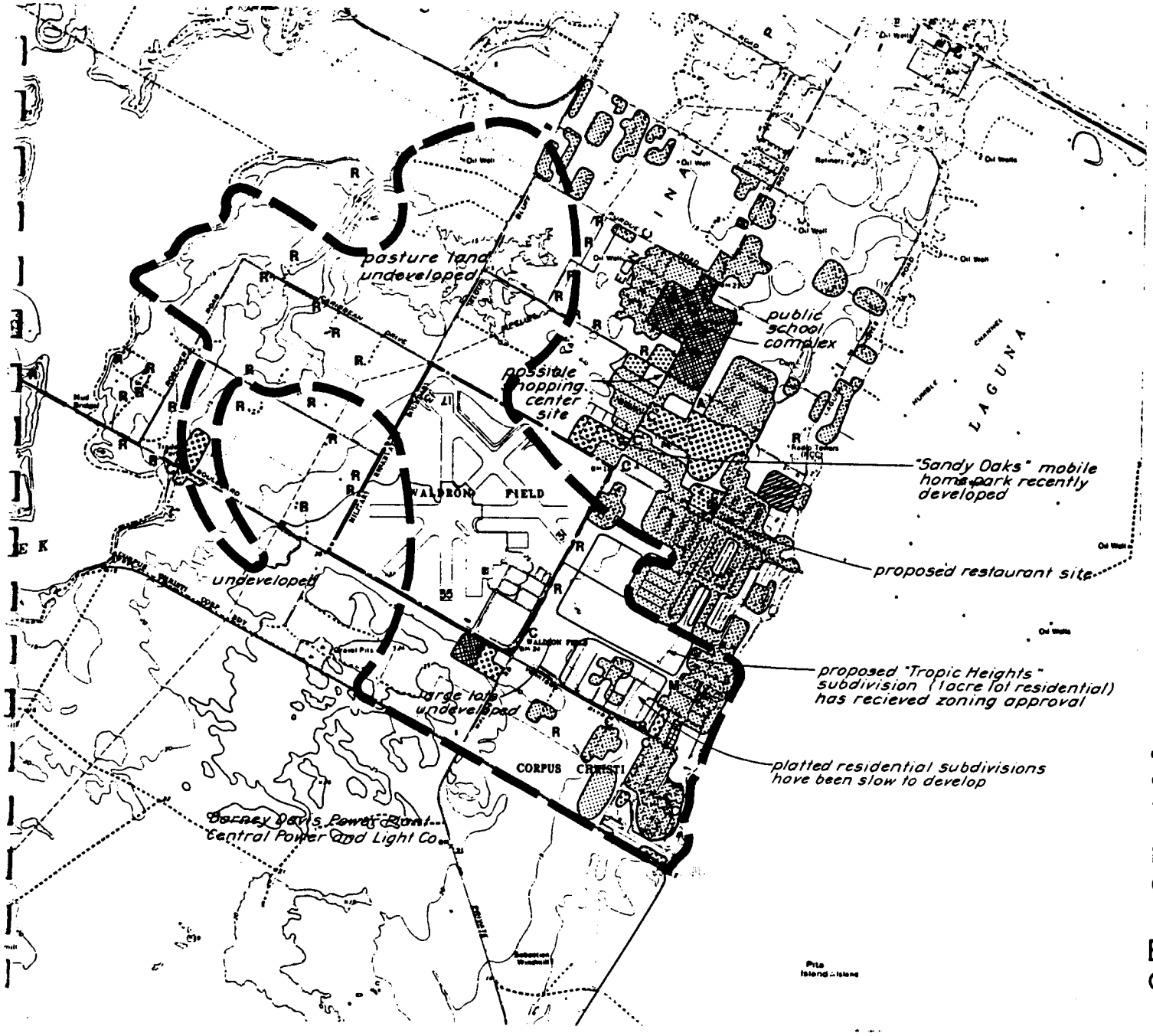
0 5 1

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

Vicinity and access map

Exhibit III.2



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

- (R) Single family residential
- (A) Multi-family residential
- (M) Mobile homes
- Institutional
- (C) Commercial
- Industrial
- Agriculture/pasture
- Installation boundary
- Limit of AICUZ
- Theaters, amphitheaters, stadiums

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

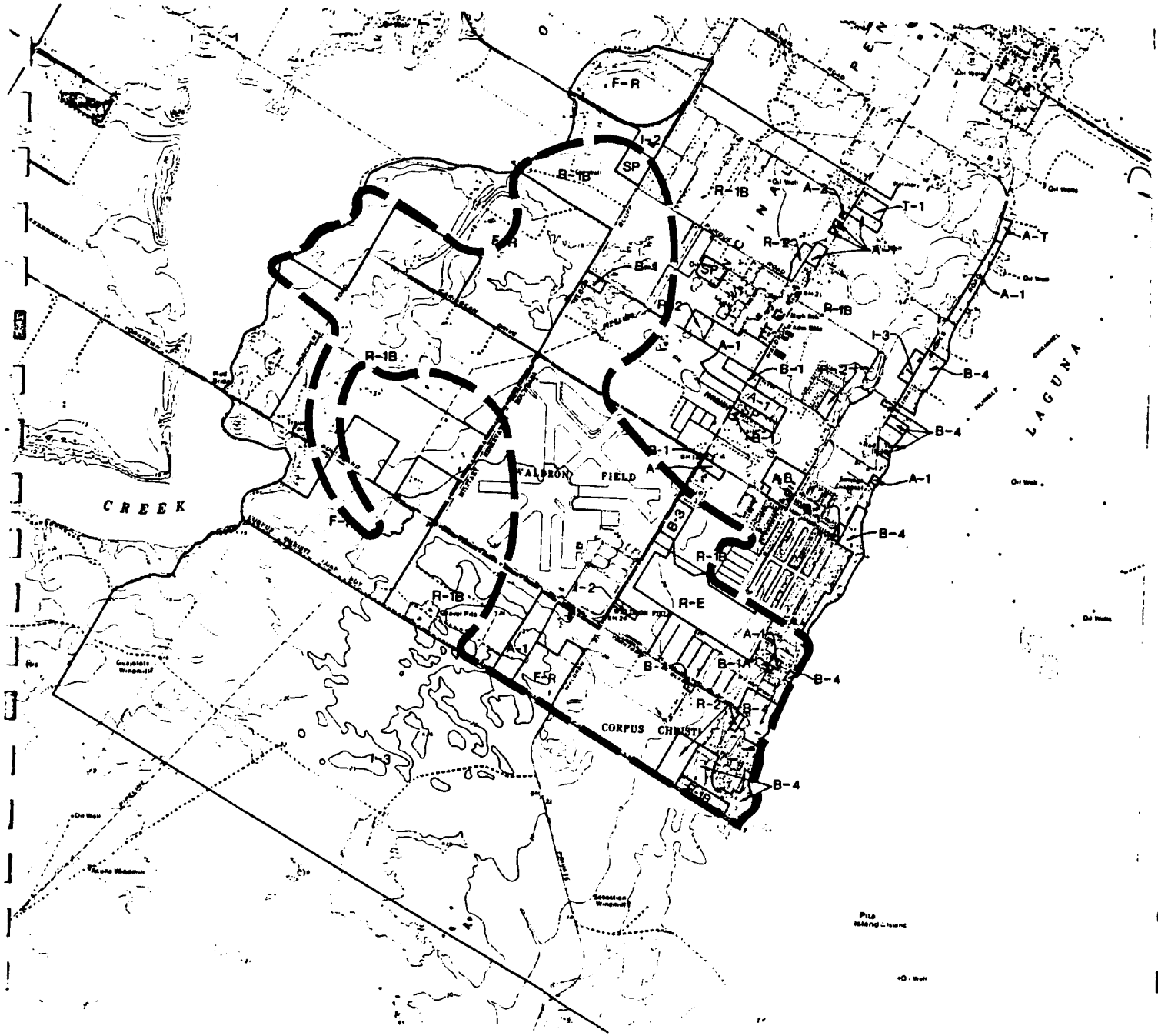
0 .5 1 1.5 2

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

Existing land use and development trends

Exhibit III.4



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

F-R	Farm-rural district
R-E	Residential estate district
R-1B	One-family dwelling district
T-1	Travel trailer park, mobile home park and mobile home subdivision district
A-1	Apartment house district
A-2	Apartment house district
AT	Apartment-tourist district
AB	Professional office district
B-1A	Tourist court district
B-1	Neighborhood business district
B-3	Shopping center district
B-4	General business district
I-2	Light industrial district
I-3	Heavy industrial district
SP	Special permit
——	Installation boundaries
▬	Limit of AICUZ

NORTH

Scale in thousands of feet

0 1/2 1 2 3 4 5 6 7

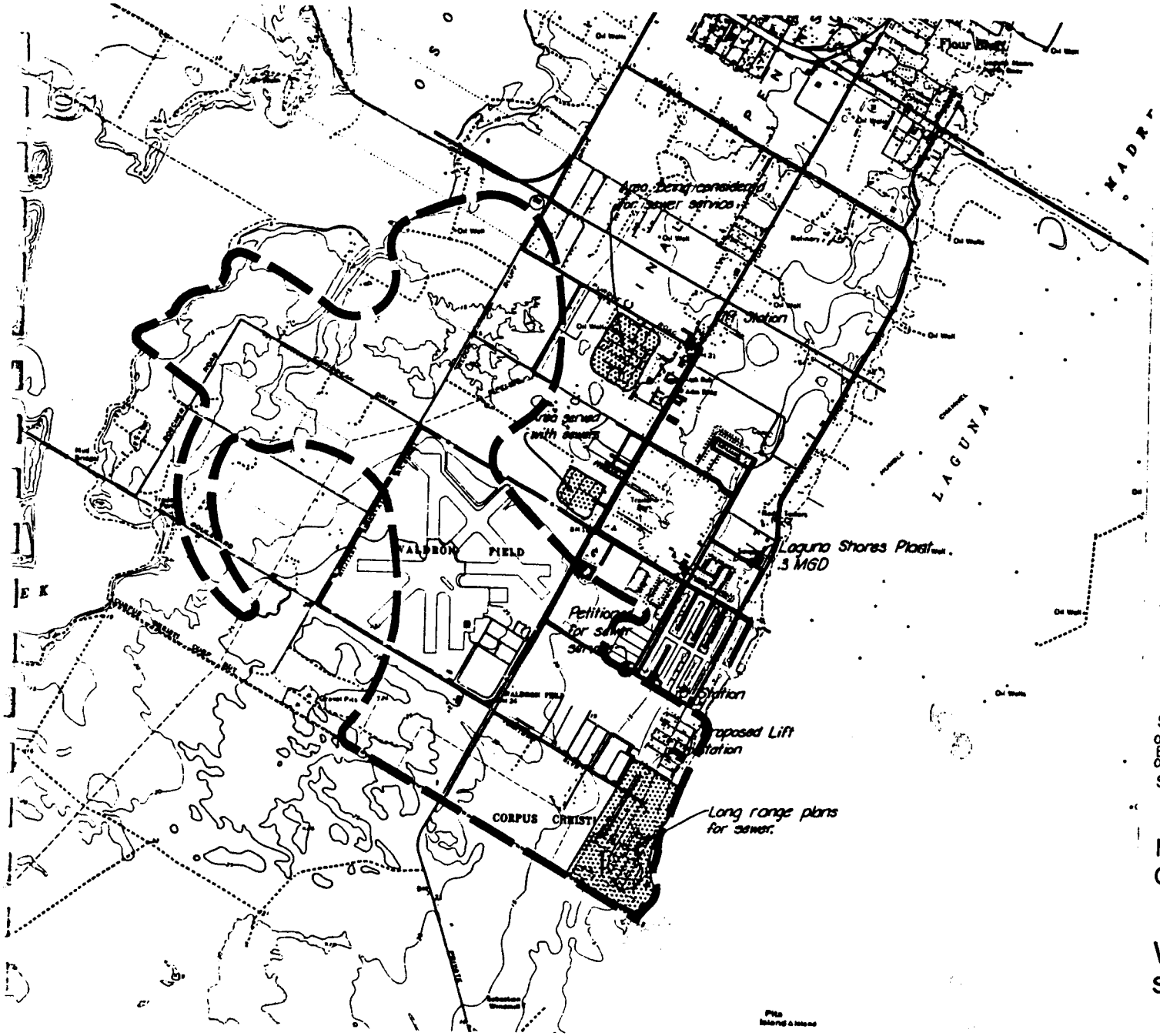
0 .25 .5 .75 1 2

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

Existing zoning

Exhibit III.5



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

- Existing water system
- Existing sanitary sewer system

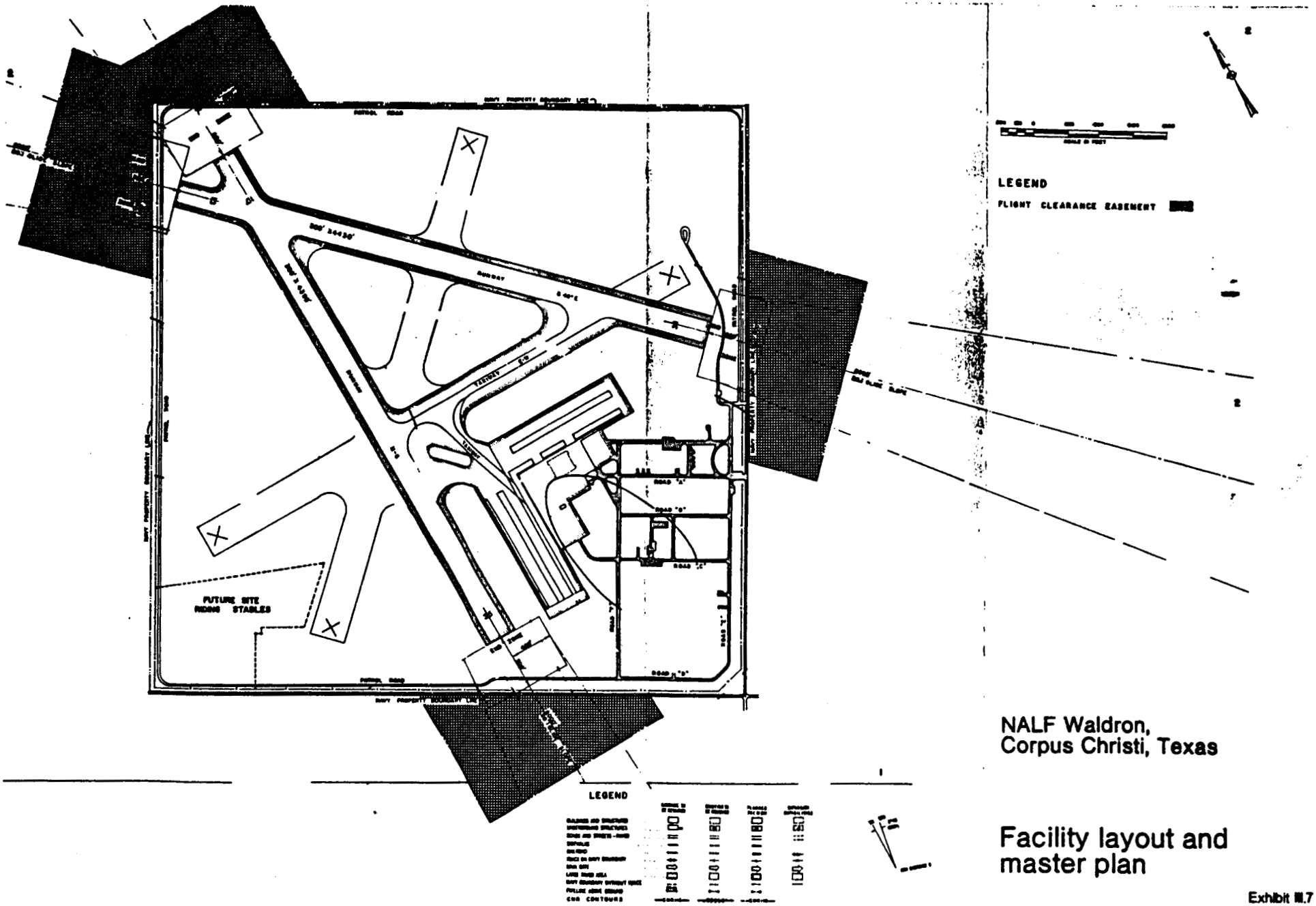
NORTH

Scale in thousands of feet
0 1/2 1 2 3 4 5 6
0 .25 .5 .75 1 2
Scale in kilometers

NALF Waldron
Corpus Christi, Texas

Water and sewer systems

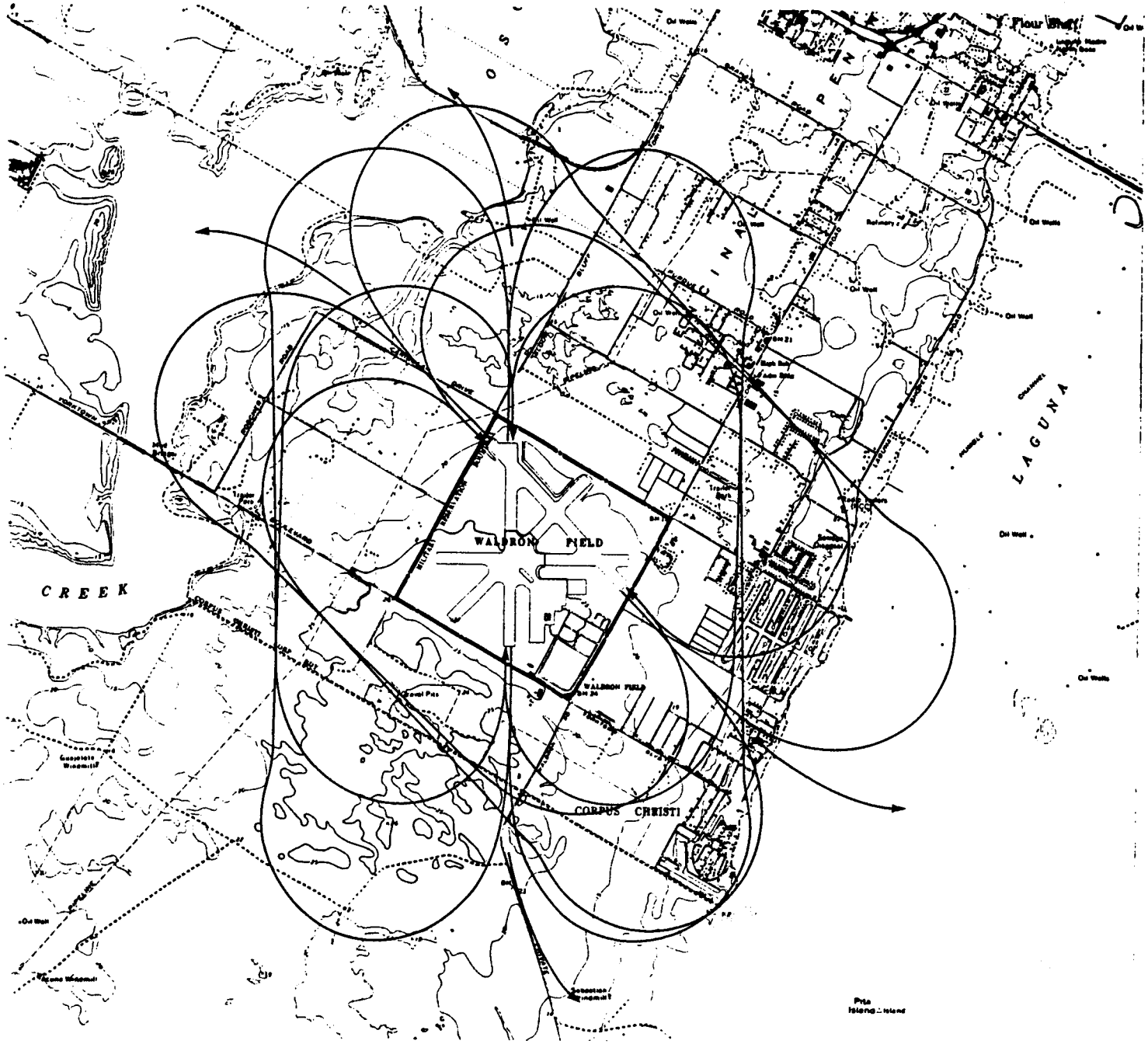
Exhibit III.6



NALF Waldron,
Corpus Christi, Texas

Facility layout and
master plan

Exhibit III.7



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

Installation boundary

NORTH

Scale in thousands of feet

0 1 2 3 4 5 6

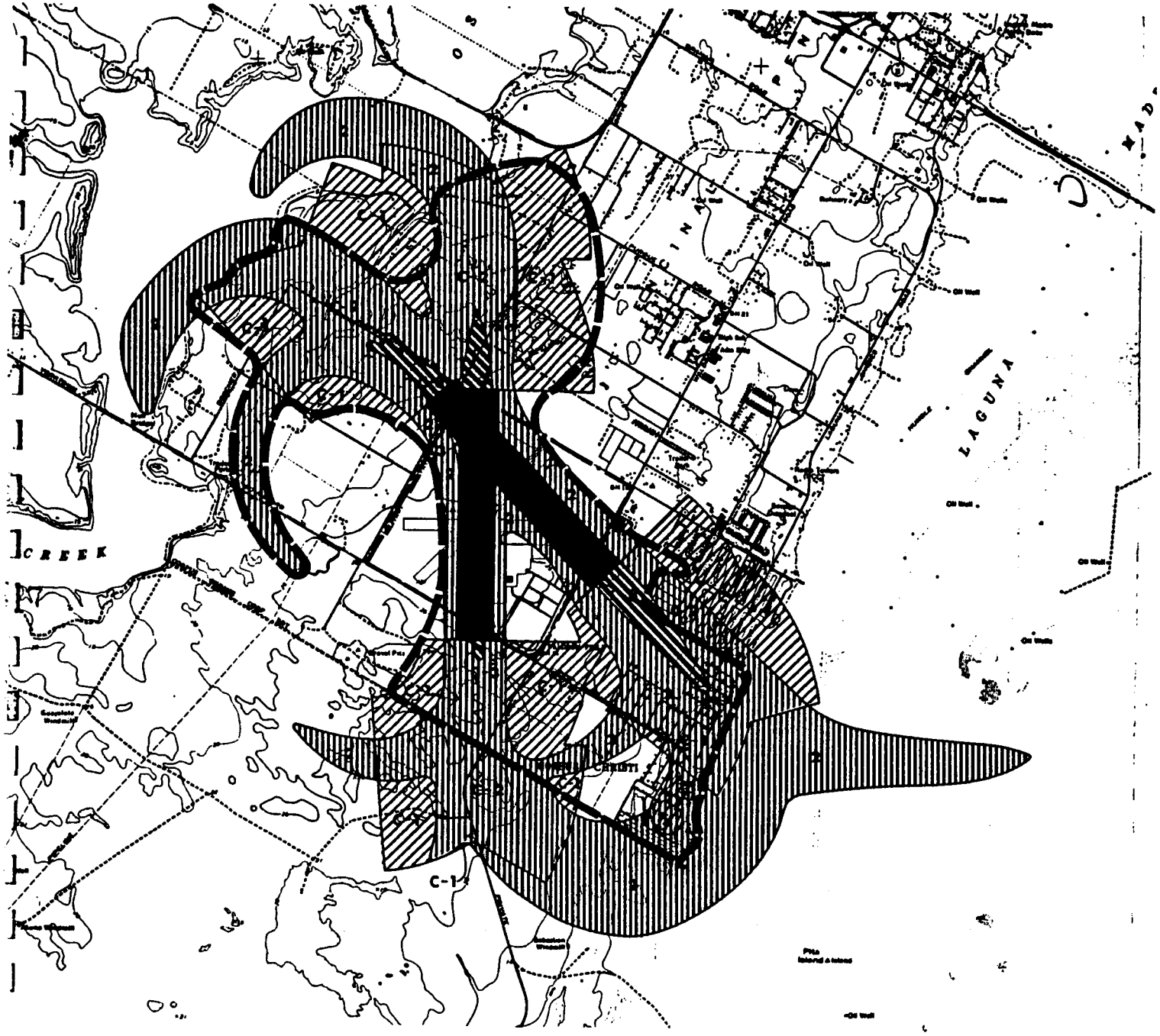
0 .5 1 1.5 2

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

Representative traffic patterns

Exhibit III.10



Legend

CNR ZONES

1 2 3

ACCIDENT POTENTIAL ZONES

C

B

A

Installation boundary

Limit of AICUZ

NORTH

Scale in statute miles

0 1/2 1

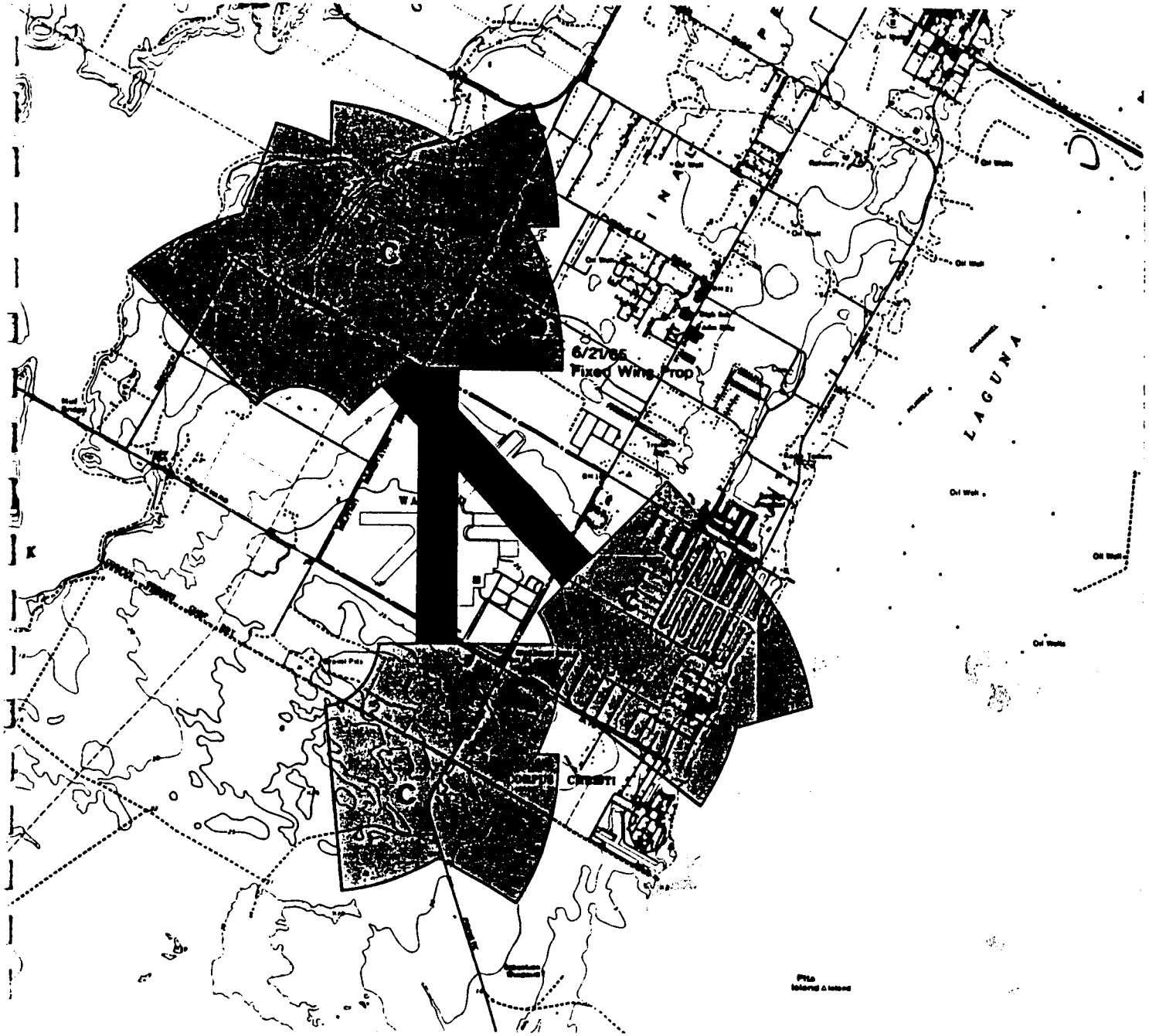
0 .5 1 2

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

Composite zones
and AICUZ

Exhibit IV.5



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

Accident potential zones (APZ)

A

C

Aircraft crash sites

Installation boundary

NORTH

Scale in feet

0 1,000 2,000 3,000 4,000 5,000

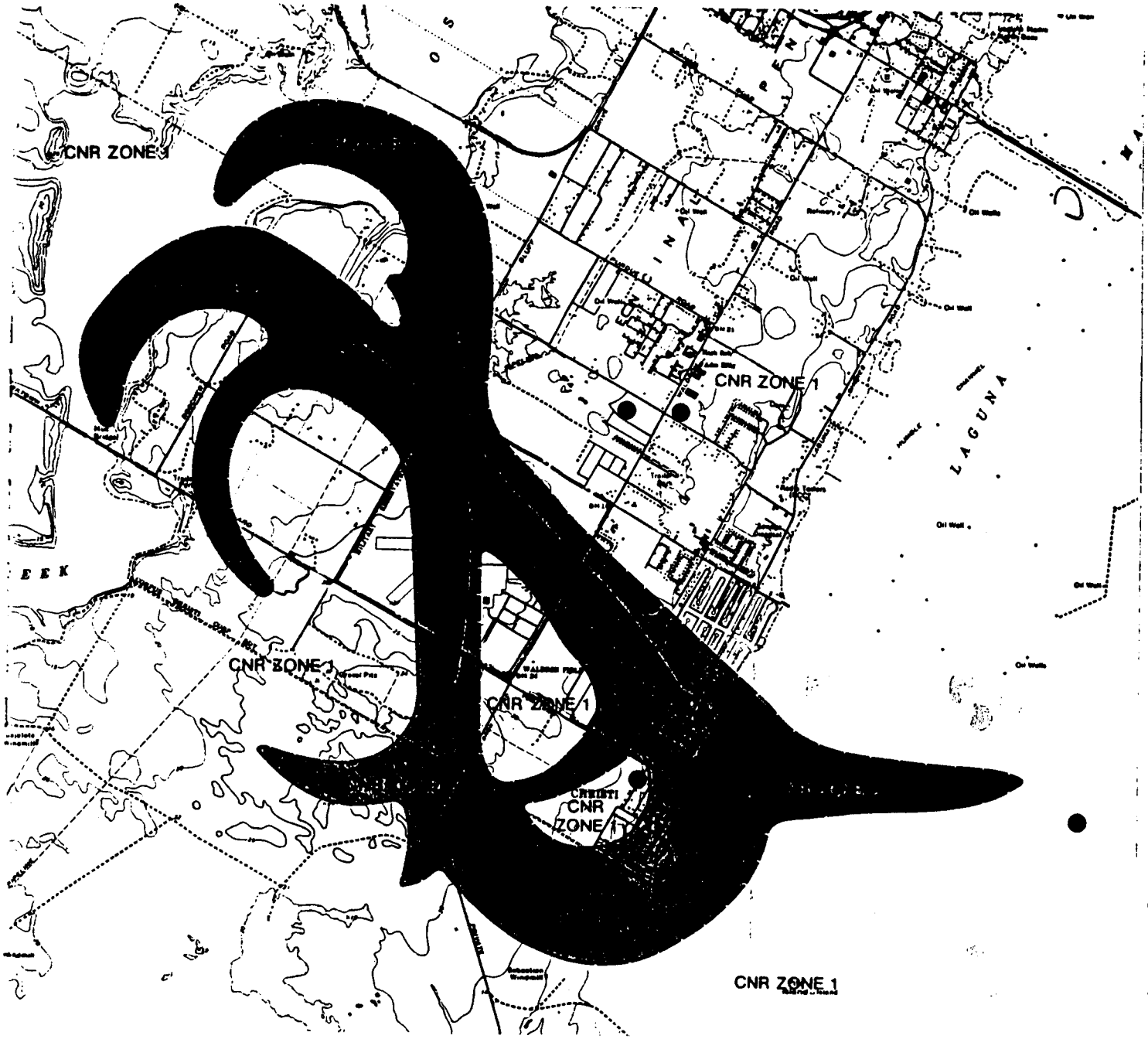
0 .5 1 2

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

APZ's and aircraft accidents, AICUZ

Exhibit IV.3



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

CNR	Composite noise ratings
	CNR zone 1
	CNR zone 2
	CNR zone 3
●	Location of noise complaints
—·—	Installation boundary

NORTH

Scale in feet

0 2000 4000 6000

0 1/2 1 2

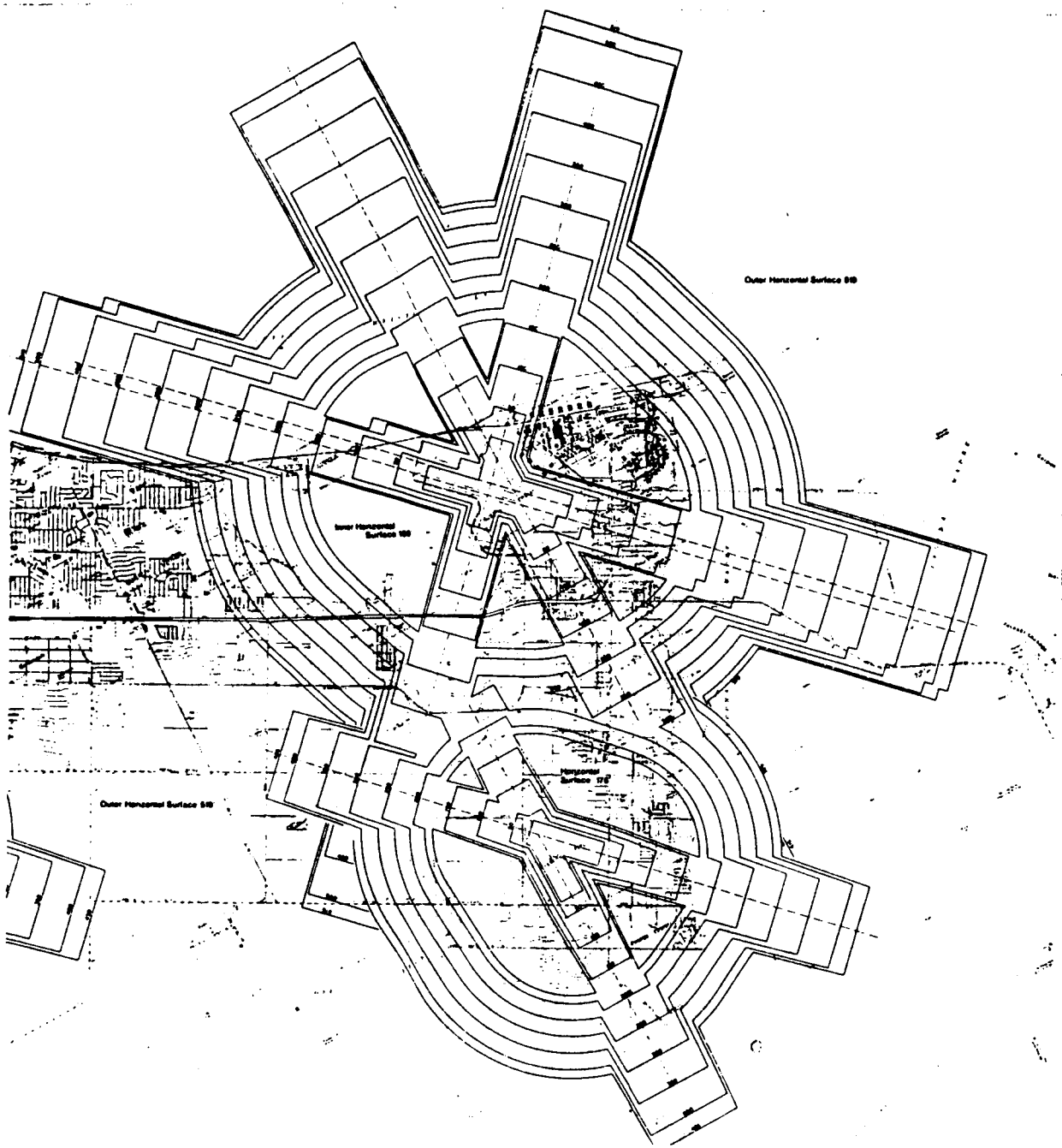
Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

CNR's
and noise complaints,
AICUZ

Exhibit IV.1

HOWARD NEEDLES TAMMEN & BERGENDOFF



NORTH

Scale in statute miles

0 1/2 1 2 3

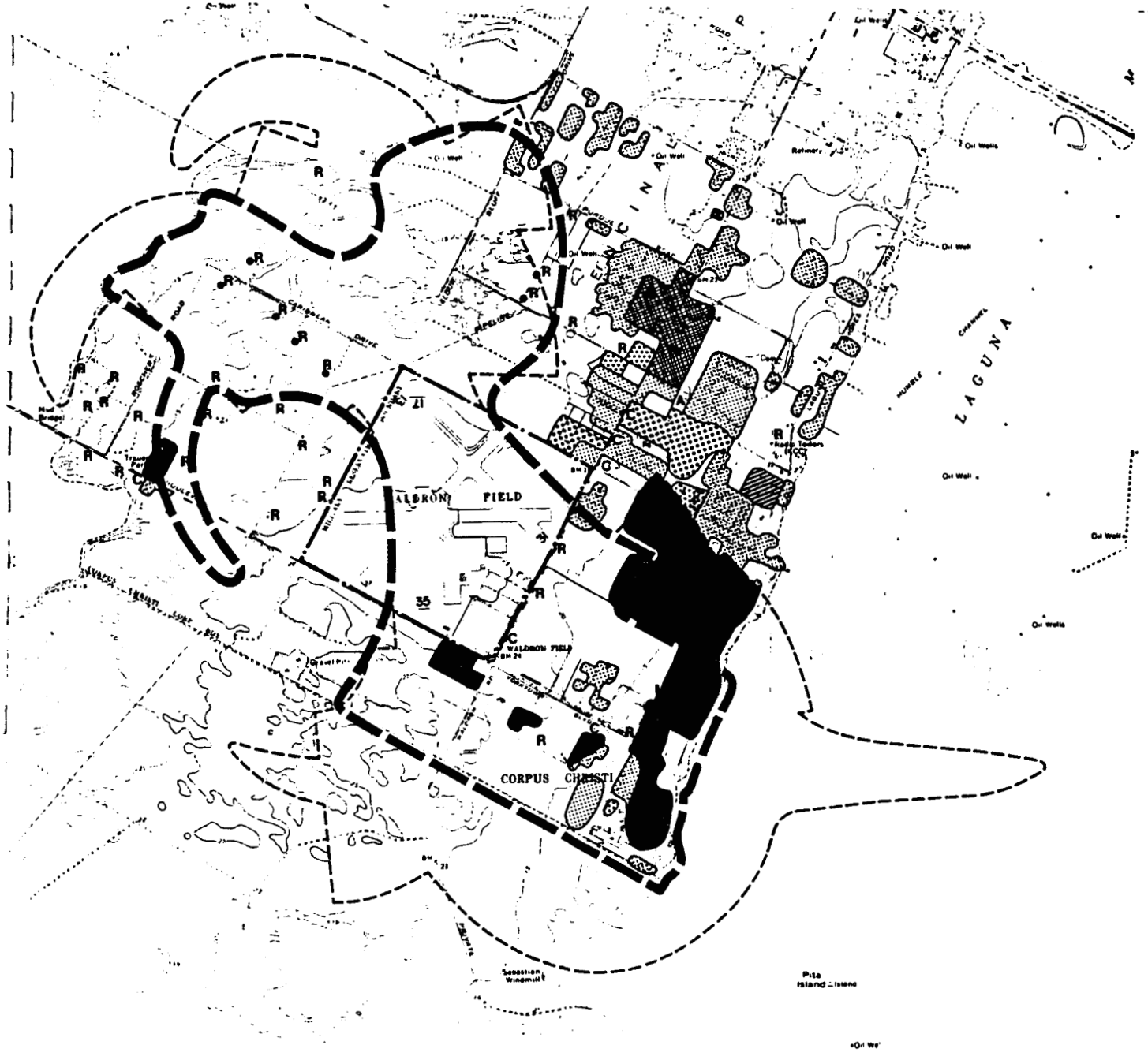
0 .5 1 2 3 4

Scale in kilometers

NALF Waldron
Corpus Christi, Texas

Imaginary surfaces

Exhibit IV.7



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

- (R) Single family residential
- (A) Multi-family residential
- (M) Mobile homes
- Institutional
- (C) Commercial
- Industrial
- Agriculture/pasture
- Incompatible use
- Limit of composite zones
- Limit of AICUZ
- Installation boundary
- ▲ Theaters, amphitheaters, stadiums

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

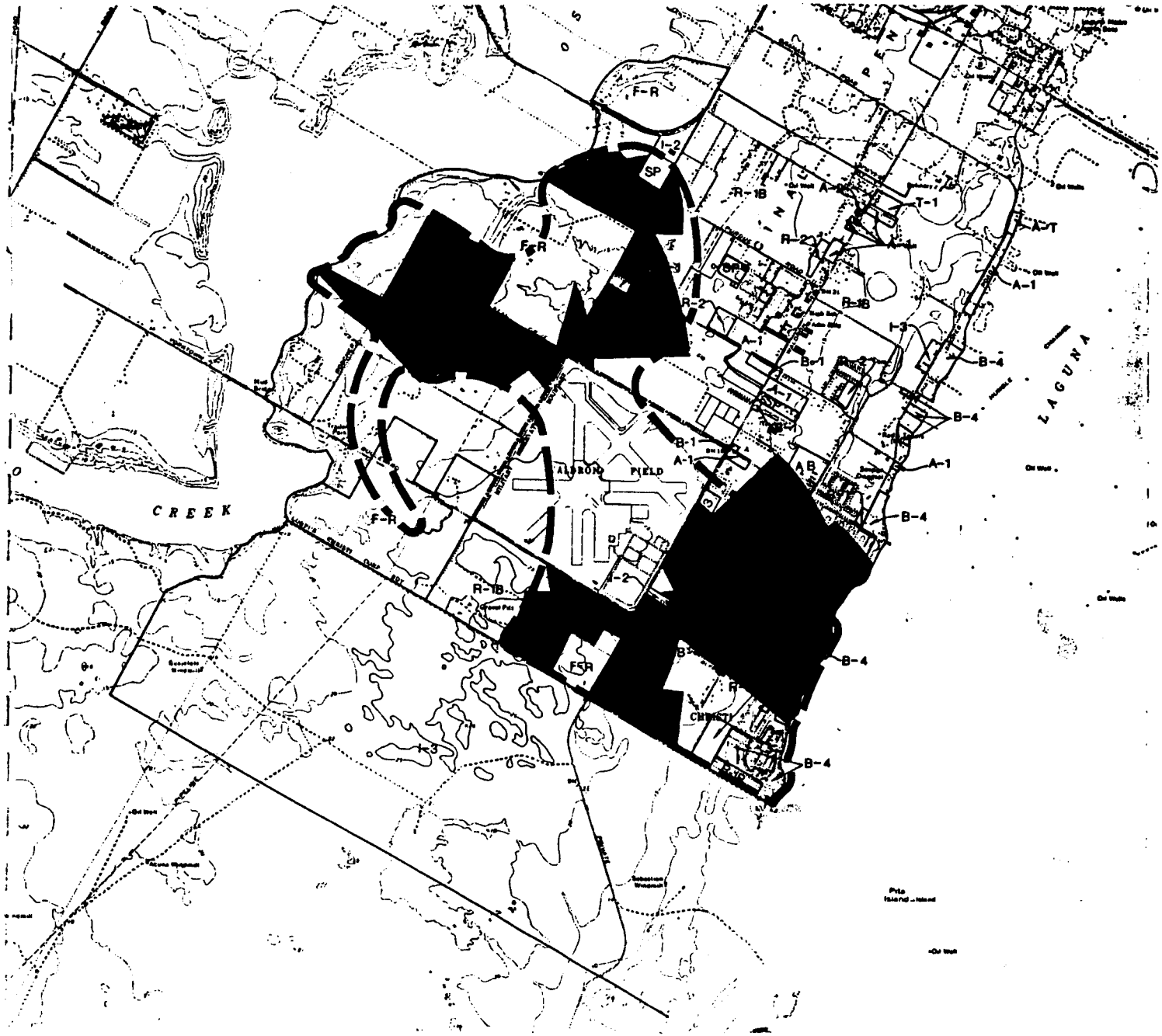
0 .5 1 1.5 2

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

Incompatible land use, AICUZ

Exhibit V.2



Legend

F-R	Farm-rural district
R-1B	One-family dwelling district
T-1	Travel trailer park, mobile home park and mobile home subdivision district
A-1	Apartment house district
A-2	Apartment house district
AT	Apartment-tourist district
AB	Professional office district
B-1A	Tourist court district
B-1	Neighborhood business district
B-4	General business district
I-2	Light industrial district
I-3	Heavy industrial district
SP	Special permit
—·—	Installation boundaries
■	Incompatible zoning
— —	Limit of AICUZ

NORTH

Scale in thousands of feet

0 1/2 1 2 3 4 5 6 7

0 .25 .5 .75 1 2

Scale in kilometer

NALF Waldron,
Corpus Christi, Texas

Incompatible zoning, AICUZ

Exhibit V.3

Land use	COMPOSITE AICUZ ZONES					
	A	C-3	C-2	C-1	3	2
Residential-Mobile Homes (≤1 unit/acre)	▨	▨	▩		▨	▩
Residential Mobile Homes (>1 unit/acre)	▨	▨	▩	▩	▨	▩
Residential-Single family (a/c) (≤1 unit/acre)	▨	▨			▨	▩
Residential-Single family (a/c) (>1 unit/acre)	▨	▨	▩	▩	▨	▩
Residential-Single family (w/o a/c) (≤1unit/acre)	▨	▨	▩		▨	▩
Residential-Single family (w/o a/c) (>1 unit/acre)	▨	▨	▩	▩	▨	▩
Residential-Multi-family (≤10% ground coverage)	▨	▨			▨	
Residential-Multi-family (>10% ground coverage)	▨	▨	▩	▩	▨	
Commercial - Resort	▨	▨	▩	▩	▨	▩
Commercial - Retail	▨	▩			▩	
Commercial - Wholesale	▨	▩			▩	
Commercial - Office	▨	▩			▩	
† Institutional - Intensive (a/c)	▨	▩	▩	▩	▩	
† Institutional - Extensive (a/c)	▨	▩			▩	
† Institutional - Intensive (w/o a/c)	▨	▨	▩	▩	▨	▩
† Institutional - Extensive (w/o a/c)	▨	▨	▩		▨	▩
Industrial - Service	▨					
Industrial - Manufacturing	▨					
Industrial - Extractive	▨					
Transportation/Utilities	▨					
Agricultural						
Recreational - Golf	▨					
Recreational - Sports Arena or Stadium	▨					
Recreational - Parks	▨	▩			▩	
Recreational - Water	▨	▩			▩	
Forests, Wildlife Habitats	▨					

a/c indicates air conditioning

† Medical, Educational and Religious Facilities

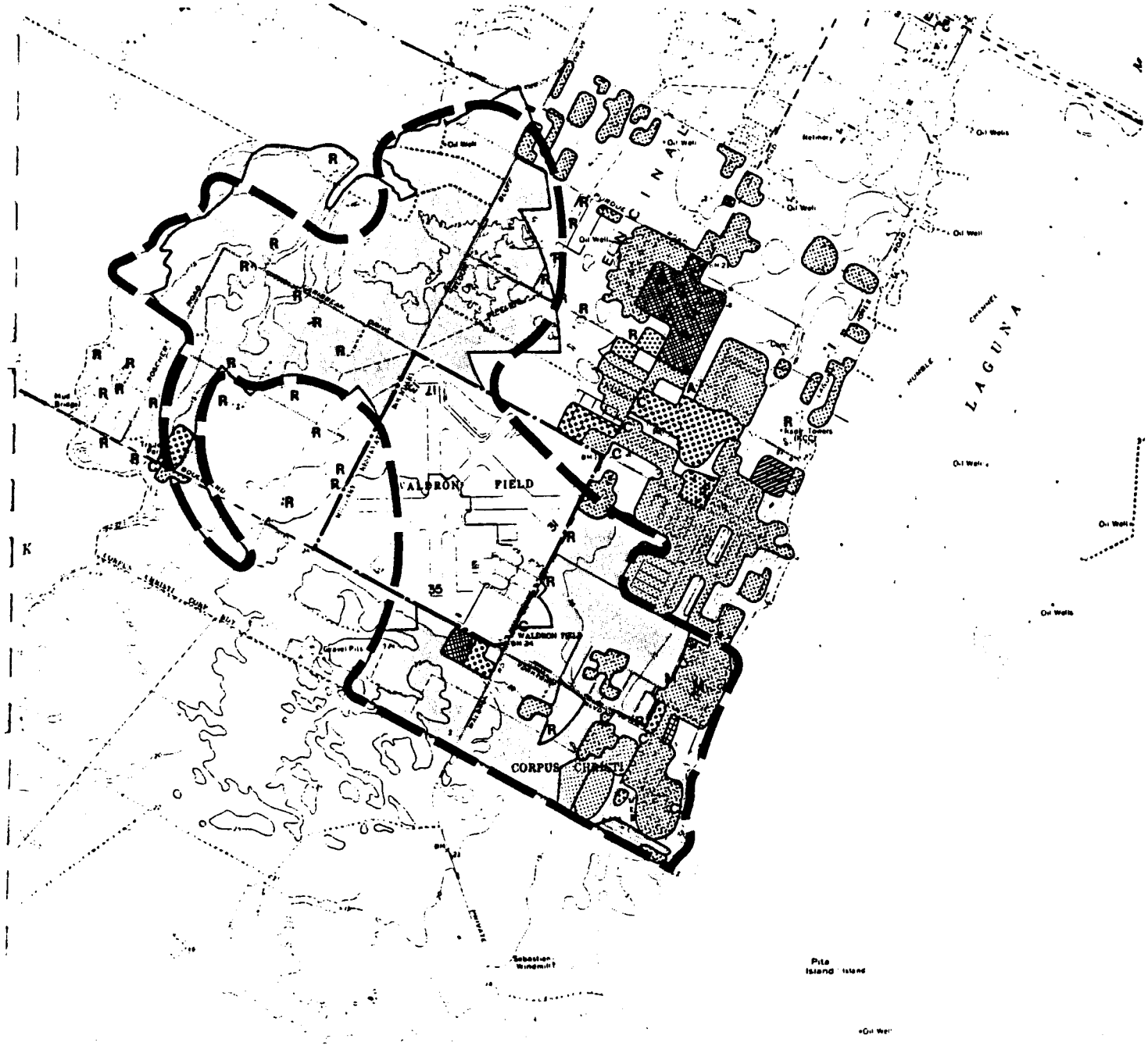
▨ No New Development

▩ Restricted Development

□ No Restrictions

Land use objectives

Exhibit V.1



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

EXISTING	COMPATIBLE	
		(R) Single family res.
		Multi-family res.
		(M) Mobile homes
		Institutional
		Parks and recreational
		(C) Commercial
		Industrial
		Agriculture/ pasture
		Installation boundary
		Limit of AICUZ
		Theaters, amphitheaters, stadiums

NORTH

Scale in statute miles

0 1/4 1/2 3/4 1

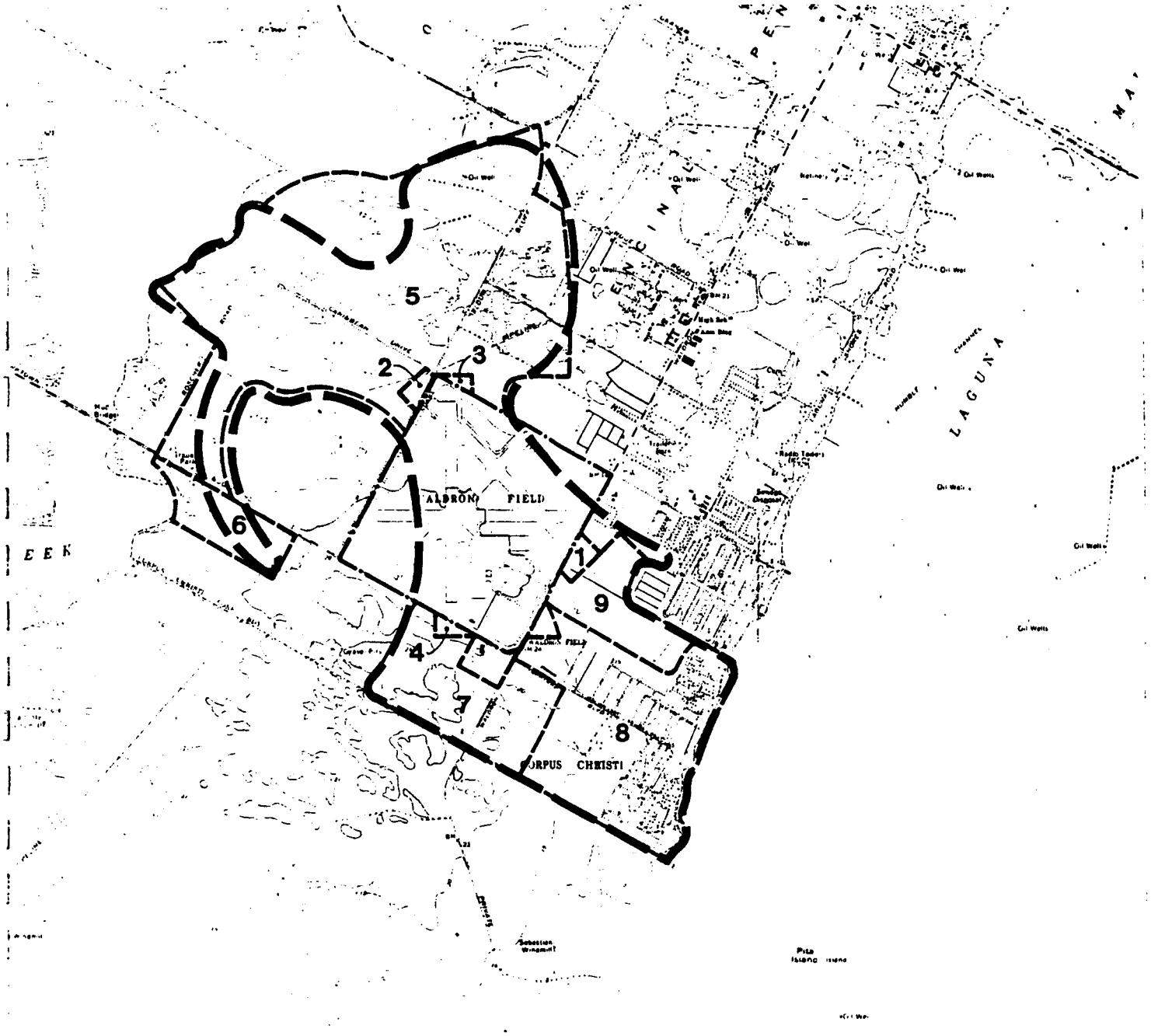
0 .5 1 1.5 2

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

Compatible land use for undeveloped areas, AICUZ

Exhibit V.4



HOWARD NEEDLES TAMMEN & BERGENDOFF

Legend

Installation boundary

SPA boundary

Limit of AICUZ

NORTH

Scale in feet

0 2000 4000 6000

0 1/2 1 2

Scale in kilometers

NALF Waldron,
Corpus Christi, Texas

Special planning areas,
AICUZ

Exhibit V.5

SPA	AICUZ Zones	Existing Use	Existing Zoning	Property Ownership	Planned Use and Development Pressures	Most Compatible Use	Recommended Compatible Use	IMPLEMENTATION STRATEGY
1	A	Undeveloped and residential	B-3	Single	Undeveloped land to commercial use	No developed use	Open space, agricultural	- Passage of Airport Zoning Ordinance for Waldron Field to prohibit structures within the extraterritorial area (1000 ft. from end of runway) - Designate compatible land use in comprehensive plan
2	A	Undeveloped and agricultural	R-1B	Single	None known	No developed use	Open space, agricultural	- Same as above
3	A	Undeveloped and agricultural	R-1B	Single	None known	No developed use	Open space, agricultural	- Same as above
4	A	Undeveloped and agricultural	R-1B, A-1	Multiple	None known	No developed use	Open space, agricultural	- Same as above
5	C-3, C-2, C-1, 2	Agricultural, pastureland, scattered farm residences, one small mobile home court	R-1B, F-R	Multiple	None known	Agricultural	Agricultural	- Designate compatible use in the comprehensive plan - Rezone undeveloped R-1B to R-E to limit density to one residential unit per acre - Amend building code to include noise attenuation - Require disclosure statement for property platted in noise zones CNR 2 and CNR-3.
6	2	Agriculture, limited roadside commercial	R-1B, F-R, B-4	Multiple	None known	Agricultural	Agricultural	- Same as above
7	C-3, C-2, C-1	Agricultural, small residential area	R-1B F-R A-1	Multiple	None known	Agricultural	Agricultural	- Same as above

NALF Waldron
Corpus Christi, Texas

Land use control plan for special planning areas, AICUZ

Exhibit V.6

SPA	AICUZ Zones	Existing Use	Existing Zoning	Property Ownership	Planned Use and Development Pressures	Most Compatible Use	Recommended Compatible Use	IMPLEMENTATION STRATEGY
8	C-3, C-2, C-1	Developed residential area toward the Laguna Madre, platted but undeveloped subdivisions, mobile home parks, seasonal homes	R-1B, R-2, B-4	Multiple	Undeveloped platted subdivisions anticipating single family homes when demand is strong and utilities are available	Continued agricultural use north of Yorktown Road	Agricultural north of Yorktown Road	- Designate compatible uses in the comprehensive plan - All new housing to be constructed to conform with noise attenuation and standards specified in an amended building code. - Require disclosure statement for property platted within noise exposure zones CNR-2 and CNR-3
9	C-3, C-2	Undeveloped, pastureland	R-1B, R-E	Single	Low density single family development (1 unit per acre)	Agricultural	Low density single family development	- Rezone undeveloped R-1B to R-E to limit density to one residential unit to the acre - Require disclosure statement for property platted in noise zones CNR-2 and CNR-3 - All new housing to be constructed to conform with noise attenuation standards specified in an amended building code

Notes: All development activities in the vicinity of NALF Waldron should additionally be subject to the following:

- Discretionary location of community facilities, especially schools,
- Capital improvements programming sensitive to AICUZ compatible development near installations,
- Awareness of noise exposure as a factor in conventional mortgage review by local lending institutions, and
- Community/Navy liaison group to extend public awareness of noise exposure and Navy AICUZ activities, and to monitor developments.

NALF Waldron
Corpus Christi, Texas

Land use control plan for special planning areas, AICUZ

Exhibit V.6

Land use		AICUZ ZONE								
SLUCM CODE	CATEGORY	A	B-3	B-2	B-1	C-3	C-2	C-1	3	2
	1. RESIDENTIAL									
112	Single Family			1,2	2		1,2	2		1
113	Two-Four Family			1,2	2		1,2	2		1
114	Multi-Family Apts.			1,2	2		1,2	2		1
12	Group Quarters			1,2	2		1,2	2		1
13	Residential Hotels			1,2	2		1,2	2		1
14	Mobile Home Parks or Courts			1,2	2		1,2	2		1
15	Transient Lodging			1,2	2	1,2	1,2	2	1	1
	2 and 3. MANUFACTURING									
21	Food & Kindred Products		3,4	4	4	3			3	
22	Textile Mill Products		3,4	4	4	3			3	
23	Apparel & Similar Products		3,4	4	4	3			3	
24	Lumber & Wood Products		3,4	4	4	3			3	
25	Furniture & Fixtures		3,4	4	4	3			3	
26	Paper & Allied Products		3,4	4	4	3			3	
27	Printing & Publishing		3,4	4	4	3			3	
28	Chemicals & Allied Products		3,4	4	4	3			3	
29	Petroleum Refining & Related Industries								3	
31	Rubber & Plastic Products		3,4	4	4	3			3	
32	Stone, Clay, & Glass		3,4	4	4	3			3	
33	Primary Metal Industries		3,4	4	4	3			3	
34	Fabricated Metal Products		3,4	4	4	3			3	
35	Professional & Scientific Instruments		3,4	4	4	3	3		3	3

1-4: See notes on pages following this chart

No New Development

Restricted New Development

No Restrictions

Land use objectives amplified

Exhibit G.1

Land use		AICUZ ZONE								
SLUCM CODE	CATEGORY	A	B-3	B-2	B-1	C-3	C-2	C-1	3	2
	4. TRANSPORTATION, COMMUNICATION & UTILITIES									
41	R.R.,and Rail Transportation									
42	Motor Vehicle Transportation									
44	Marine Craft Transportation									
45	Hwy. & St. Right Of Way									
46	Automobile Parking									
47	Communications		3	3		3	3		3	3
48	Utilities	7								
	5. TRADE									
51	Wholesale Trade		4	4	4					
52	Retail Trade-Bldg. Materials, Hdw. & Farm Eqt		4	4	4	3			3	
53	Retail Trade-Gen. Mdse.		3,4	3,4	4	3			3	
54	Retail Trade - Food		3,4	3,4	4	3			3	
55	Retail Trade-Automotive Marine Craft, Aircraft		3,4	3,4	4	3			3	
56	Retail Trade-Apparel & Accessories		3,4	3,4	4	3			3	
57	Retail Trade-Furniture, Home Furnishings, & Equip.		3,4	3,4	4	3			3	
58	Retail Trade-Eating & Drinking					3			3	
	6. SERVICES									
61	Finance, Insurance, & Real Estate Services		4,8	4	4	8			8	
62	Personal Services		4,8	4	4	8			8	
63	Business Services		4,8	4	4	8			8	
64	Repair Services		3,4	4	4	3			3	
651	Medical & Health Services			4	4		8		8	
652-9	Professional Services		4,8	4	4	8			8	
66	Contract Construction Services									
671	Government Offices		4,8	4	4	8			8	

3-8: See notes on pages following this chart

No New Development Restricted New Development No Restrictions

Land use objectives amplified (continued)

Exhibit G.1

Land use

SLUCM CODE	CATEGORY	AICUZ ZONE A	B-3	B-2	B-1	C-3	C-2	C-1	3	2
674	Correctional Institutions			1,2	2		1,2	2		1
675	Military Installations		9	9	9	9	9	9	9	9
68	Educational Services					4	4	4		8
691	Religious Activities		4,8	4	4	8			8	
	7. CULTURAL ENTERTAINMENT AND RECREATION									
711	Cultural Activities			4,8	4		8			8
712	Nature Exhibits		10	10	10	10	10		10	10
721	Entertainment Assembly						11	11		11
722	Sports Assembly					11	11	11	11	11
723	Public Assembly (Auditoriums)			4,8	4		8			8
73	Amusements (Outdoor)									
741	Sports Activities									
743-4	Water Based Activities									
75	Resorts & Group Camps									
761	Playgrounds & Neighborhood Parks		12	12	12	12			12	
762-4	Community Parks		12	12	12	12			12	
	8. RESOURCE PRODUCTION AND EXTRACTION									
814	Agricultural Except Livestock									
815-17	Livestock Farming, Animal Breeding		13			13			13	
82	Agricultural Related Activities									
83	Forestry Activities & Related Services									
84	Fishing Activities & Related Services									
85	Mining Activities & Related Services									
	9. UNDEVELOPED LAND AND WATER AREAS									
91	Undeveloped, Unused Land, Excluding Non-Commercial Forests									
92	Non-Commercial Forests									
93	Water Areas									

1-13: See notes on pages following this chart

No New Development Restricted New Development No Restrictions

Land use objectives amplified (continued)

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

NC

Command: **NAS CORPUS CHRISTI**

Data Call Number Twenty Revisions
(Page 40)

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

2 June 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.

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

225

Command: NAS Corpus Christi

Data Call Number Twenty Revisions
(Pages 67 and 67a-67f)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

Signature

CNET
Title

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

Signature

ACTING
Title

22 AUG 1994
Date

WC

This certification for NAS Corpus Christi UIC 00216 BRAC-95, replacement page 67 and additional pages 67a, 67b, 67c, 67d, 67e and 67f for Data Call TWENTY

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

Signature

COMMANDER
Title

15 AUG 94
Date

Training Air Wing FOUR
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)

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

Signature

Chief of Naval Air Training (ACTING)
Title

15 Aug 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.

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 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

This certification for UIC 00216 BRAC-95, replacement page 67 and additional pages 67a, 67b, 67c, 67d, 67e and 67f for Data Call TWENTY

F. W. MONTESANO, CAPT, USN
NAME (Please type or print)

Frank Montesano
Signature

COMMANDING OFFICER
Title

12 AUG 94
Date

Naval Air Station, Corpus Christi
Activity

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 (2)	TOTAL AIRCRAFT IN THE COMMAND INVENTORY (2)
T-34 (FY 94)	36	65	71
T-34 (FY 01)	36	50	* 55
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)	Unknown	**	** 339
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)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)	35	42	57
T-44 (FY 01)	35	54	57
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			

Note: 1. Based on peacetime planning factors.
2. PAA, Total ACFT inventory and distribution is a moving target based upon PTR decisions and other factors at various echelon levels.

* Reflects updated data (as to info provided in data call #19 mission RQMTS, Para E., Ques #1) based upon current PTR projection for CTW-4 in FY2001.

** Current planned total JPATS buy for CNATRA - initial ACFT deliveries are scheduled for NAS Whiting Field beginning in FY2002. PAA for CNATRA = 304

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

Signature

14 OCT 1994
Date

CNET
Title

CNET
Activity

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

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

W. A. EARNER
NAME

Signature

Title

10/21/94
Date

Encl (1)

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)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

9-29-94
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

Command: NAS Corpus Christi

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

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

Signature

ACTING
Title

22 AUG 1994
Date

This certification for NAS Corpus Christi UIC 00216 BRAC-95, Additional Information requested by BSAT

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

Signature

COMMANDER
Title

08 AUG 94
Date

Training Air Wing FOUR
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)

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

Signature

Chief of Naval Air Training
Title

9 AUG 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.

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 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

This certification for UIC 00216 BRAC-95, Additional Information requested by BSAT

F. W. MONTESANO, CAPT, USN
NAME (Please type or print)

Franklin Montesano
Signature

COMMANDING OFFICER
Title

7 Aug 94
Date

Naval Air Station, Corpus Christi
Activity

00216 08 Aug 94

1. Can you load munitions on training aircraft at your installation?

Yes, NASCORPC can load munitions on training aircraft.

06216 03May94

CLOSE HOLD

NAS CORPUS CHRISTI

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

3 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.**********

WC

Data For Capacity Analysis

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00216 03May94

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

00216 01Sep94

.ion Requirements

A. Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: Naval Air Station, Corpus Christi

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
Primary	USN	245/10%/135	284/10%/158	345/10%/191	347/10%/192	345/10%/191	343/10%/190	340/10%/189	344/10%/191
	USMC	85/10%/47	100/10%/55	101/10%/56	101/10%/56	101/10%/56	100/10%/55	100/10%/55	101/10%/56
	NOAA	0		2/10%/1	2/10%/1	2/10%/1	2/10%/1	2/10%/1	2/10%/1
	FMS								
.aritime	USN	120/2%/50	140/2%/59	140/2%/59	166/2%/69	166/2%/69	166/2%/69	166/2%/66	166/2%/66
	USMC	32/2%/13	31/2%/13	29/2%/12	28/2%/11	28/2%/11	28/2%/11	28/2%/11	28/2%/11
	USCG	15/2%/6	10/2%/4	30/2%/13	30/2%/13	30/2%/13	30/2%/13	30/2%/13	30/2%/13
	FMS	45/0/19	45/0/19	45/0/19	45/0/19	45/0/19	45/0/19	45/0/19	45/0/19
	USAF	0/0/0	25/2%/11	50/2%/21	150/2%/63	150/2%/63	150/2%/63	150/2%/63	150/2%/63
E2/C2	USN	43/2%/14	46/2%/15	43/2%/14	53/2%/17	53/2%/17	53/2%/17	53/2%/17	53/2%/17
Intermediate/ Maritime/Rotary	USN	180/1%/19	170/1%/18	206/1%/22	208/1%/22	206/1%/22	205/1%/22	203/1%/21	206/1%/22
	USMC	80/1%/9	61/1%/7	67/1%/7	67/1%/7	67/1%/7	66/1%/7	66/1%/7	67/1%/7
	NOAA	0	0	2/1%/.2	2/1%/.2	2/1%/.2	2/1%/.2	2/1%/.2	2/1%/.2

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

4 R (31 Aug 94)
33-H-19

00216 03May94

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 Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

Airfield: Naval Air Station, Corpus Christi

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
Primary	USN	284/10%/158	284/10%/158	345/10%/191	347/10%/192	345/10%/191	343/10%/190	340/10%/189	344/10%/191
	USMC	100/10%/55	100/10%/55	101/10%/56	101/10%/56	101/10%/56	100/10%/55	100/10%/55	101/10%/55
	USCG	0	0	2/10%/1	2/10%/1	2/10%/1	2/10%/1	2/10%/1	2/10%/1
	FMS								
Maritime	USN	120/2%/50	140/2%/59	140/2%/59	166/2%/69	166/2%/69	166/2%/69	166/2%/66	166/2%/66
	USMC	31/2%/13	31/2%/13	29/2%/12	28/2%/11	28/2%/11	28/2%/11	28/2%/11	28/2%/11
	USCG	15/2%/6	10/2%/4	30/2%/13	30/2%/13	30/2%/13	30/2%/13	30/2%/13	30/2%/13
	FMS	45/0/19	45/0/19	45/0/19	45/0/19	45/0/19	45/0/19	45/0/19	45/0/19
	USAF Note 1	0/0/0	25/2%/11	50/2%/21	150/2%/63	150/2%/63	150/2%/63	150/2%/63	150/2%/63
E2/C2 (Intermediate)	USN	~~45/1%/14~~ 47/99	~~46/1%/15~~ 47/99	~~43/1%/14~~ 47/99	~~55/1%/17~~ 58/99	~~55/1%/17~~ 58/99	~~55/1%/17~~ 58/99	~~55/1%/17~~ 58/99	58 ~~55/1%~~ 99 17
Intermediate/ Maritime/Rotary	USN Note 2	180/1%/19	170/1%/18	206/1%/22	208/1%/22	206/1%/22	203/1%/22	203/1%/21	206/1%/22
	USMC Note 2	80/1%/9	61/1%/7	67/1%/7	67/1%/7	67/1%/7	66/1%/7	66/1%/7	67/1%/7
	USCG	0	0	2/1%/.2	2/1%/.2	2/1%/.2	2/1%/.2	2/1%/.2	2/1%/.2

CNATRA N3 7 Jun 94

CNATRA N3 7 Jun 94

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

** Example Entry

Note 1: Estimate as a result of joint training initiatives, under study. Not approved by CNO.

CNATRA N3 7 Jun 94

TR 6/7/94

Note 2: Attrition for Rotary = 3.5%
Attrition for Maritime = 2%

Mission requirements (cont.)

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

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

No NFO training conducted at NASCORPC

Airfield: _____

Type of Navigator Training By Syllabus * (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Adv. Navigator (NAV)	USN	~~960/15%/240~~**							
	FMS								
	NOAA								
SUNT Core	USAF								
	ANG								
	AFRES								
	FMS								
Etc.									

Hch
CNS,
Navy.
Ans
11 May

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

00216 31Aug94

Mission requirements (cont.)

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

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

Type of Pilot Training by Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Strike (Intermediate/ advance)	USN			
	USMC			
	USCG			
	FMS			
Primary	USN	12.1%	5.3%	5.7%
	USMC	6.8%	5.6%	3.1%
	USCG			
	FMS			
	USAF			
E2/C2	USN	5.0%	1.1%	0%
Intermediate Rotary/Maritime	USN	1.9%	0%	.6%
	USMC	1.4%	0%	1.9%
Maritime	USN	8.5%	.9%	1.3%
	USMC	0%	0%	3.3%
	USCG	2.3%	0%	5.9%
	FMS	0%	0%	0%

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

6 R (31 Aug 94)

33-H-19

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			
	USMC			
	USCG			
	FMS			
Primary	USN	12.1%	5.3%	5.7%
	USMC	6.8%	5.6%	~~3.1%~~ 4%
	USCG			
	FMS			
	USAF			
E2/C2	USN	5.0%	1.1%	0%
Intermediate Rotary/Maritime	USN	1.9%	0%	.6%
	USMC	1.4%	0%	1.9%
Maritime	USN	~~9.1%~~ 8.5%	~~2%~~ .9%	1.3%
	USMC	0%	0%	3.3%
	USCG	2.4%	0%	5.9%
	FMS	0%	0%	0%

2 CNATRA N3

2 CNATRA N3

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

Mission Requirements (cont.)

Undergraduate Flight Training Throughput/Graduates (cont.)

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

No NFO training conducted at NASCORPC

Type of Navigator Training By Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	~~21%*~~ *		
	FMS			
	NOAA			
SUNT Core	USAF			
	ANG			
	AFRES			
	FMS			
Etc.				

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11 May 94

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

Mission Requirements (cont.)

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*: Advance Maritime **Type Aircraft:** T-44A

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	17	.7	—	—	—	~~11.75~~ 11.9
AW						
GEN	23	2.3	—	—	—	~~53.5~~ 52.9
OWA	1	1.5	1	—	285	1.5
OWAW						
WA						
AA	23	.9	2	WA/MOA	285	20.7
RA						
RR						
MTR						

*** Airspace noted is the primary required, However AA, AW, GEN, and PAT are used in all stages.**

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

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

B. Flight Training

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

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

Syllabus of Training*: Intermediate E2/C2 **Type Aircraft:** T-44A

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						
PAT	13	.7	---	---	---	9
AW						
GEN	12	1.875	---	---	---	22.5
OWA						
OWAW						
WA						
AA	15	.8	2	WA/MOA	285	12
RA						
RR						
MTR						

*** Airspace noted is the primary required, However AA, AW, GEN, and PAT are used in all stages.**

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

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

B. Flight Training

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

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

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

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA						
PAT	~~16~~ 17	.875	---	---	---	14.88
AW						
GEN	6	2.0	---	---	---	12.0
OWA						
OWAW						
WA						
AA	30	1.35	3.5	WA/MOA/ GEN	36	40.5
RA						
RR						
MTR						

2 CHANGE NS

*** Airspace noted is the primary required, However AA,AW, GEN, and PAT are used in all stages.**

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

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

B. Flight Training

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

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

Syllabus of Training*: Intermediate Maritime/Rotary **Type Aircraft:** T-34C

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
GEN	13	2	---	---	---	26
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

*** Airspaced noted is the primary required, however AA, AW, GEN, and PAT are used in all stages.**

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

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

Mission Requirements (cont.)

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Sorties required per graduatet					
			Student		Overhead[3]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	32	4 *	14	2	46	6
		JPATS[2]						
Strike	Intermediate	T-2						
	Advanced	TA-4J						
	Intermediate/ Advanced	T-45[2]						
E2/C2	Intermediate	T-44	23	4*	2.9	.5	25.9	4.5
	Advanced	T-2						
		T-45[3]						
Maritime	Intermediate	T-34C	11	2*	2	.4	13	2.4
		JPATS[2]						
	Advanced	T-44	39	7*	4.7	.8	43.7	7.8
Rotary	Intermediate	T-34C	11	2*	2	.4	13	2.4
		JPATS[2]						
	Advanced	TH-57		*				

*** Student night sorties based on amount of night time required to meet syllabus minimums. Additional sorties may be flown at night for scheduling flexibility.**

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

[3]If requirements are still being derived, give best estimate.

Mission Requirements (cont.)

Flight Training (cont.)

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Sorties required per graduate					
			Student		Overhead[2]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	32	4*	6	.6	38	4.6
		JPATS[2]						
Strike	Intermediate	T-2						
	Advanced	TA-4J						
	Intermediate/ Advanced	T-45[2]						
E2/C2	Intermediate	T-44	23	4*	2.3	.3	25.3	4.3
	Advanced	T-2						
		T-45[3]						
Maritime	Intermediate	T-34C	10	3*	2	.2	12	3.2
		JPATS[2]						
	Advanced	T-44	39	7*	3.4	.4	42.4	7.4
Rotary	Intermediate	T-34C	10	3*	2	.2	12	3.2
		JPATS[2]						
	Advanced	TH-57						

*** Student night sorties based on amount of night time required to meet syllabus minimums. Additional sorties may be flown at night for scheduling flexibility.**

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

[3]If requirements are still being derived, give best estimate.

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

T-44A Crosswind Restrictions: With instructor - 20 knots, all syllabi
Solo - 10 knots, all syllabi

Weather Restrictions: With instructor - 200 ft - 1/2 mile, all syllabi
Solo: Fam - 1500 ft - 3 miles
Solo: AirNav - 300 ft above highest non-precision circling minimums and 3 miles visibility

T-34C Crosswind Restrictions: With instructor - 22 knots
Solo - 10 knots
Headwind Restrictions: 30 knots

Weather Restrictions: With instructor - 200 ft - 1/2 mile, all syllabi
Solo - 3000 ft - 3 miles, Fam
- 8000 ft - 3 miles, aerobatics
- 5000 ft - 3 miles, formation
- 1500 ft - 3 miles, touch and go pattern

Mission Requirements (cont.)

Flight Training Ground School

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

CCN: 171-10/171-35

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary	CPT (6.0)/OFT (20.8) (171-35)	26.8
		Academic 137.3/Flt Support (43.5) (171-10)	180.8
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate T-44	CPT-OFT 20 evts (171-35)	30.0
		Academic (171-10)	127.5
	Advanced		
Maritime	Intermediate T-34	OFT 8 evts (171-35)	10.4
		Academic (171-10)	10.0
	Advanced	CPT (10.5)/OFT (19.5) (171-35)	30
		Academic (146.0)/flight support (55.7) (171-10)	201.7
Rotary	Intermediate T-34	OFT 8 evts (171-35)	10.4
		Academic (171-10)	10.0
	Advanced		

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

Mission Requirements (cont.)

Other Ground Training

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

CCN: 171-10

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Classrooms	Navy Campus	Embry Riddle	4/20	18960	4/20	18960
Classrooms	Navy Campus	Park College	4/20	18960	4/20	18960

*** Utilized during evening hours and does not effect availability during normal work hours. This use of space is not a requirement, but is listed to provide a more complete report.**

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

CCN: 171-10

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Classroom	FITC/ACT	IUT	8/20	37920	8/20	37920
Classroom	NAS	TQL	8/20 x 24	3840	8/20 x 24	3840

Mission Requirements (cont.)

Training Airframes

. 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 Corpus Christi

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
EXAMPLE T-34/JPATS	25	25	25	25	25	20 (JPATS 4)	10 (JPATS 10)	0 (JPATS 15)
T-2								
TA-4J								
T-34C	71	71	71	71	71	71	71	71
T-39								
T-43								
T-44	57	57	57	57	57	57	57	57
T-45								
TH-57								
JPATS	0	0	0	0	0	0	0	0

AIRCRAFT NOT USED FOR TRAINING

C-12	2	2	2	2	2	2	2	2
UH-1	3	3	3	3	3	3	3	3
P-3	8	8	8	8	8	8	8	8
A-4	2	0	0	0	0	0	0	0
C-23	1	1	0	0	0	0	0	0
UH-65A	3	3	3	3	3	3	3	3
Falcon	3	3	3	3	3	3	3	3
CH-53E	0	0	0	24	24	24	24	24
T-45	0	2	2	2	2	2	2	2

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

Mission Requirements (cont.)

Training Airframes (cont.)

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

AIRCRAFT TYPE: T-34C

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	64.5 HR/MO*
Average Sortie Duration (ASD) (hrs)	1.79 HR*
Planned Turn Time (hrs) (Time from landing to takeoff)	1.5 HR*
Min Runway Length (ft)	4000** 2200***
Preferred Runway Length (ft)	4500**
Min Runway Length for Touch and Go (T/G) (ft)	4500**
Runway Width (ft)	75**
Required Taxiway Width (ft)	25
Weight Bearing Requirement (kips)	4.5
Apron Space Required (ft²/Aircraft)	5,130 (P-80) 1
Hangar Space Required (ft²/Aircraft) 1296	~~5,130 (P-80)~~ 2
Navigation Equipment On-Board (GPS?--when?)	Vor/Tacan/Loc ~~No plans for GPS.~~

CNATRA N6 REVISION 5/12

Navy committed to GPS in All Aircraft by 2000.

2 CNATRA N3

* Figures based on CNATRA planning factors.
**Limitations established by TW-4 standard operating procedures.
*** NATOPS minimum based on standard day, sea level, no wind conditions over a 50' obstacle.

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

None

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

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

CNATRA N6 REVISION 5/12/94

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Mission Requirements (cont.)

Training Airframes (cont.)

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

AIRCRAFT TYPE: T-44A

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	63.6 HR/MO*
Average Sortie Duration (ASD) (hrs)	1.84 HR*
Planned Turn Time (hrs) (Time from landing to takeoff)	1.5 HR*
Min Runway Length (ft)	4000** 2600***
Preferred Runway Length (ft)	4500**
Min Runway Length for Touch and Go (T/G) (ft)	4500**
Runway Width (ft)	75**
Required Taxiway Width (ft)	25
Weight Bearing Requirement (kips)	10
Apron Space Required (ft²/Aircraft)	8,190 (P-80) 1
Hangar Space Required (ft²/Aircraft) 2200	~~8,190 (P-80)~~ 2
Navigation Equipment On-Board (GPS?--when?)	Vor/Tacan/ADF/ ILS/RNAV ~~No Plans for GPS.~~

CNATRA N REVISI 5/1

*Figures based on CNATRA planning factors.

**Limitations established by TW-4 standard operating procedures.

*** NATOPS minimum based on standard day, sea level, no wind conditions over a 50' obstacle.

NAVY COMMITTED TO GPS IN ALL AIRCRAFT BY 2000

2 CNATRA N3

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

Program is currently under way to extend airframe life based on number of landings.

NOTE: 1 NAVFAC P-80, TABLE 113-20 B

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

CNATRA N6 REVISION 5/12/94

Facilities

. 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 Corpus Christi **Location (Lat/Long and nearest town):** 27° 42'N- 97° 17'W Corpus Christi Tx.

Syllabi and Level of Training Supported: Primary/Intermediate Maritime and Rotary T-34C
Advanced Maritime/Intermediate E2-C2 T-44A

Ownership: U.S. Navy **(Air Force/Army/Navy/Civilian)**

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-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	14681	15511	14195
	Graduate Training Sorties			
	Training Support Sorties*	4975	5895	3093
	Other Sorties	4670**	4603**	4525**
	TOTAL SORTIES:	24326	26009	21813
Non-Operational Hours[4]	Standdowns	56	48	48
	Maintenance			
	Other Events	12***	12***	12***

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

*** *Other sorties include Customs P-3, Station C-12/UH-1, and Coast Guard H-65/Falcon.**
**** *Other events: Airshow**

[4] ...ns when the airfield was closed for flight operations.

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CLOSE HOLD

TYPE AIRCRAFT: T-44A

		FY 1991	FY 1992	FY 1993	
Operational Sorties	Undergraduate Training Sorties	18739	17083	13136	R
	Graduate Training Sorties				
	Training Support Sorties*	3333	3943	1609	R
	Other Sorties	**	**	**	
	TOTAL SORTIES:	20425	21026	14745	R
Non-Operational Hours[5]	Standdowns	56	48	48	
	Maintenance				
	Other Events	12***	12***	12***	

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

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

**** Other sorties include in T-34C Table.**
*****Other events: Airshow - Same hours as reported in T-34C Table.**

rs when the airfield was closed for flight operations.

Facilities (cont.)

- Airfield (cont.)

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Pilots and NFO/Navigators Trained			High in past 10 yrs
			FY-1991	FY-1992	FY-1993	
General	Primary	T-34C	312	317	294	1988-397
		JPATS[2]				
Strike	Intermediate	T-2				
	Advanced	TA-4J				
	Intermediate/ Advanced	T-45[2]				
E2/C2	Intermediate	T-44	0	47	49	1993-49
	Advanced	T-44	38	44	9	1987-65
		T-45[6]				
Maritime	Intermediate	T-34C	~~46~~ 60	60	183	1993-183
		JPATS[2]				
	Advanced	T-44	314	317	217	1988-373
Rotary	Intermediate	T-34C	~~126~~ 113	134	35	1990-144
		JPATS[2]				
	Advanced	TH-57				

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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)	12.1/5*	12.1/5*	12.1/5*
Days per year:	237	237	237

*** Airfield currently manned for training until 2400L.**

[6]If requirements are still being derived, give best estimate.

23 R (31 Aug 94)

CLOSE HOLD

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Pilots and NFO/Navigators Trained			High in past 10 yrs
			FY-1991	FY-1992	FY-1993	
General	Primary	T-34C	312	317	294	1988-397
		JPATS[2]				
Strike	Intermediate	T-2				
	Advanced	TA-4J				
	Intermediate/ Advanced	T-45[2]				
E2/C2	Intermediate	T-44	0	47	49	1993-49
	Advanced	T-44	38	44	9	1987-64
		T-45[6]				
aritime	Intermediate	T-34C	~~46~~ 60	60	183	1993-183
		JPATS[2]				
	Advanced	T-44	~~290~~ 314	317	217	1988-373
Rotary	Intermediate	T-34C	~~126~~ 117	134	35	1990-144
		JPATS[2]				
	Advanced	TH-57				

2 CNATRA NS

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)	12.1/5*	12.1/5*	12.1/5*
Days per year:	237	237	237

*** Airfield currently manned for training until 2400L.**

[6]If requirements are still being derived, give best estimate.

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Facilities (cont.)
Airfield (cont.)

. 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-34/T-44 **Undergraduate Training:** (YES)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary/Int	18.7%	19.4%	21%
	Advanced/E2	8.9%	9.9%	8.7%
	Etc.*			
Maintenance	T-34	2.7%	2.3%	3.5%
	T-44	6.6%	4.8%	4.2%
Operations	T-34	**	**	**
	T-44			
Other Military Flights				
Civilian/Commercial Flights				
Other	T-34	9.7%	8.3%	4.5%
	T-44	5.1%	5.0%	3.5%
	Total T-34	31.1%	30%	29%
	T-44	20.6%	19.7%	16.4%

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

****Losses due to operations included in other.**

6. List the major factors in the "other" category in the above table.
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? **97.7**

b. Percentage of time WX at or above 300/1? **97.1**

c. Percentage of time WX at or above 500/1? **95.0**

d. Percentage of time WX at or above 1000/3? **88.4**

e. Percentage of time WX 3000/5 and above? **73.9**

f. Percentage of time WX 3000/3 and above? **74.9**

g. Percentage of time WX 1500/3 and above? **84.1**

Percentage of time crosswind component to the primary runway at or below 15 knots? **94**

24 R 2 Sep94
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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-34/T-44 **(Undergraduate Training:** (YES)

Factor			Percentage Lost		
			FY 91	FY 92	FY 93
Weather	Primary/Int		18.7%	19.4%	21%
	Advanced/E2		8.9%	9.9%	8.7%
	Etc.*				
Maintenance		T-34	2.7%	2.3%	3.5%
		T-44	6.6%	4.8%	4.2%
Operations		T-34	**	**	**
		T-44			
Other Military Flights					
Civilian/Commercial Flights					
Other		T-34	4.7%	8.3%	4.5%
		T-44	5.1%	5.0%	3.5%
		Total T-34	26.1%	30%	29%
		T-44	20.6%	19.7%	16.4%

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

****Losses due to operations included in other.**

6. List the major factors in the "other" category in the above table.
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? **97.7**

b. Percentage of time WX at or above 300/1? **97.1**

c. Percentage of time WX at or above 500/1? **95.0**

d. Percentage of time WX at or above 1000/3? **88.4**

e. Percentage of time WX 3000/5 and above? **73.9**

f. Percentage of time WX 3000/3 and above? **74.9**

g. Percentage of time WX 1500/3 and above? **84.1**

h Percentage of time crosswind component to the primary runway at or below 15 knots? **94**

00216 03May94

i. Percentage of time crosswind component to the primary runway at or above 25 knots? **1.2**

j. Mean number of days of icing in the local flying area? **10 days of icing conditions below 10,000'MSL. Approximately 2 days of icing conditions at SFC. Data is derived from the experience of station forecasters.**

Answers h. and i. represent percentages for runway 13R/31L as primary.

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 Corpus Christi

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	43.7	35.1 → 35.2 insignif.
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate	5.2	6.7
	Advanced		
Maritime	Intermediate	9.5	14.0
	Advanced	39.8	41.5
Rotary	Intermediate	1.8	2.7
	Advanced		
	Total	100	100

*** These figures depict usage based on PTR and aircraft mix. They do not represent airfield capacity.**

Facilities (cont.)

Airfield (cont.)

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 Corpus Christi

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	50.6	22.9
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate	6.2	6.8
	Advanced		
Maritime	Intermediate	.8	1.6
	Advanced	41.2	66.7
Rotary	Intermediate	1.2	2.0
	Advanced		
	Total	100	100

*** These figures depict usage based on PTR and aircraft mix. They do not represent airfield capacity.**

Facilities (cont.)

Airfield (cont.)

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.

111 Ops/Hr SEE ATTACHED DOCUMENT

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

	FY 1991	FY 1992	FY 1993
Runway ___ Traffic Count	204,799*	171,358*	166,314*
Runway ___ Traffic Count			

*** Operations count is total ops per year at the airfield for all runways.**

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

NASCORPC

	FY 1991	FY 1992	FY 1993
VFR	50/50	50/50	50/50
IFR	50/50	50/50	50/50
Total	100%	100%	100%

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	14	74.6	193	100%	1
ifr	14	8.5	59	31%	4
vfr	0	14.1	99	51%	20
ifr	0	0.9	55	29%	4
below min	0	1.9	0	0%	4

Ops per hour: 111
Service volume: 317,007
Air station: NAS CORPUS CHRISTI
Remarks: chart 3-9 vfr, 3-44 ifr, 3-3 vfr single rwy, 3-43 ifr single and below min
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.

cap base	t & go factor	exit factor	hourly cap	chart
160	1.4	0.86	193	3-9
59	1	1	59	3-44
82	1.4	0.86	99	3-3
58	1	0.95	55	3-43

Notes:

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Facilities (cont.)

Airfield (cont.)

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements). **No constraints.**

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 calculations[7]. **Training complex capacity could be increased by executing already proposed Memorandums of Agreement with numerous Non-DOD fields in the immediate operating area.**

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 calculations[8].
Large tracts of undeveloped, privately owned acreage are available within 20 nm for airfield construction. Additionally there are numerous proposed Memorandums of Agreement with Non-DOD fields in the immediate operating area.

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).
None

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

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

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Maximum Sorties
General	Primary	T-34C	318,315**
		JPATS[2]	
Strike	Intermediate	T-2	
	Advanced	TA-4J	
	Intermediate/ Advanced	T-45[2]	
E2/C2	Intermediate	T-44	Included in T-34 Primary
	Advanced	T-2	
		T-45[9]	
Maritime	Intermediate	T-34C	Included in T-34 Primary
		JPATS[2]	
	Advanced	T-44	Included in T-34 Primary
Rotary	Intermediate	T-34C	Included in T-34 Primary
		JPATS[2]	
	Advanced	TH-57	

****Number based on current aircraft mix and training complex. (111 ops/hr) * 237 days * 12.1 hrs/day = 318,315.**

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

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

NAS Corpus Christi has access to large volumes of low traffic density airspace in South Texas.

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[9]If requirements are still being derived, give best estimate.

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

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Maximum Sorties
General	Primary	T-34C	28,283**
		JPATS[2]	
Strike	Intermediate	T-2	
	Advanced	TA-4J	
	Intermediate/ Advanced	T-45[2]	
E2/C2	Intermediate	T-44	Included in T-44 Advanced Maritime
	Advanced	T-2	
		T-45[9]	
Maritime	Intermediate	T-34C	Included in T-34 primary
		JPATS[2]	
	Advanced	T-44	24,346**
Rotary	Intermediate	T-34C	Included in T-34 primary
		JPATS[2]	
	Advanced	TH-57	

****Number based on current aircraft mix and training complex.**

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

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

NAS Corpus Christi has access to large volumes of low traffic density airspace in South Texas.

[9]If requirements are still being derived, give best estimate.

Facilities (cont.)

- Airfield (cont.)

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

NAS Corpus Christi

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
31L/13R	8,000	200	TT417000		x				E28	I/V/N	Y
31R/13L	5,000	200	TT257000		x					I/V/N	Y
35/17	5,000	200	TT278000		x				E28	I/V/N	Y
4/22	5,000	200	TT222000		x					I/V/N	Y

*** Runway 13R/31L is equipped with approach lights, but no centerline lighting.**

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C - Carrier Deck Lighting Simulated (embedded)
No Lighting
-- 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
13R/17/31L/35	NGP Vortac	Vor/Tacan
13R/17/31L/35	Radar	GCA/ASR
13R/31L	CRP Vortac	Vor/Tacan
13R/31L	NGP ILS	ILS
31L	NGP UHF ~~DF~~ ADF	UHF ~~DF~~ ADF
All Runways	All Navaids	All Approaches (Circling Minimiums)

CNATRA N3

Facilities (cont.)

A **Airfield (cont.)**

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 Corpus Christi

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	724,665	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	587	
113	Parking Aprons	SY	633,671	
113	Access Aprons	SY	41,788	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	2	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	600,650	20,000 is Mogas
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	3	
421(USN)	Ammunition Storage	CF	64,402	
422	Open Ammunition Storage	SY	0	

R

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

None

Facilities (cont.)

A. **Airfield (cont.)**

[redacted]. 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 Corpus Christi

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	724,665	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	587	
113	Parking Aprons	SY	633,671	
113	Access Aprons	SY	41,788	
121	Direct Fueling	OL/GM	0	
121	Truck Fueling	OL/GM	2	
121	Defueling	OL/GM	0	
124	Fuel Storage	GA	600,650	20,000 is Mogas
136-36 (USN)	Carrier Lighting	EA	0	
149	Arresting Gear	EA	3	
421(USN)	Ammunition Storage	CF	62,650	
422	Open Ammunition Storage	SY	0	

[redacted]. List any additional constraints or limitations to the airfield that impact the training mission.

None

CLOSE HOLD

Facilities

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 Waldron Location (Lat/Long and nearest town): 27° 37'N- 97° 19'W Corpus Christi Tx.

Syllabi and Level of Training Supported: Primary T-34C
Note: Runways are long enough to support T-44, T-2, T-45, JPATS, T-3, T-37 and TH-57 operations.

Ownership: U.S. Navy (Air Force/Army/Navy/Civilian)

For OLF: Distance (nm) from home field 3.5 NM S

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

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	3758	3847	3461
	Graduate Training Sorties			
	Training Support Sorties*	773	1544	653
	Other Sorties			
	TOTAL SORTIES:	4531	5391	4114
Non-Operational Hours[10]	Standdowns	32	32	32
	Maintenance			
	Other Events			

backed in

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:
Sorties in table above are estimates based on operations count data.

Methodology sample

[10] when the airfield was closed for flight operations.

Facilities

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 Waldron Location (Lat/Long and nearest town): 27° 37'N- 97° 19'W Corpus Christi Tx.

Syllabi and Level of Training Supported: Primary T-34C
Note: Runways are long enough to support T-44, ~~T-2~~, ~~T-45~~, JPATS, T-3, T-37 and TH-57 operations.
T45 is questionable. CNATRA N3

Ownership: U.S. Navy (Air Force/Army/Navy/Civilian)

For OLF: Distance (nm) from home field 3.5 NM S

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

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	4386	4456	4133
	Graduate Training Sorties			
	Training Support Sorties*	1694	1727	2030
	Other Sorties			
	TOTAL SORTIES:	6080	6183	6163
Non-Operational Hours[10]	Standdowns	32	32	32
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:
Sorties in table above are estimates based on operations count data.

[10] Hours when the airfield was closed for flight operations.

F cilities (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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Pilots and NFO/Navigators Trained			High in past 10 yrs
			FY-1991	FY-1992	FY-1993	
General	Primary	T-34C				
		JPATS[2]				
Strike	Intermediate	T-2				
	Advanced	TA-4J				
	Intermediate/ Advanced	T-45[2]				
E2/C2	Intermediate	T-44				
	Advanced	T-44				
		T-45[11]				
Maritime	Intermediate	T-34C				
		JPATS[2]				
	Advanced	T-44				
Rotary	Intermediate	T-34C				
		JPATS[2]				
	Advanced	TH-57				

*** See NASCORPC Data. No PTR assigned to NALF Waldron.**

[11]If requirements are still being derived, give best estimate.

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)	12.1/0*	12.1/0*	12.1/0*
Days per year:	237	237	237

*** No lighting available at NALF Waldron**

Facilities (cont.)

A Airfield (cont.)

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-34 **Undergraduate Training:** (YES)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary/Int			
	Advanced/E2			
	Etc.*			
Maintenance				
Operations				
Other Military Flights				
Civilian/Commercial Flights				
Other				
	Total	**	**	**

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

**** See NASCORPC data.**

6. List the major factors in the "other" category in the above table.
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? **97.7**

b. Percentage of time WX at or above 300/1? **97.1**

c. Percentage of time WX at or above 500/1? **95.0**

d. Percentage of time WX at or above 1000/3? **88.4**

e. Percentage of time WX 3000/5 and above? **73.9**

f. Percentage of time WX 3000/3 and above? **74.9**

g. Percentage of time WX 1500/3 and above? **84.1**

All data based on NASCORPC due to proximity.

h. Percentage of time crosswind component to the primary runway at or below 15 knots? **94**

i. Percentage of time crosswind component to the primary runway at or above 25 knots? **1.2**

j. Mean number of days of icing in the local flying area? **10 days of icing conditions below 10,000'MSL. Approximately 2 days of icing conditions at SFC. Data is derived from the experience of station forecasters.**

Answers h. and i. represnt percentages for runway 13/31 as primary.

Facilities (cont.)

- Airfield (cont.)

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: NALF Waldron

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	100	0
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate		
	Advanced		
Maritime	Intermediate		
	Advanced		
Rotary	Intermediate		
	Advanced		
	Total	100	0**

*** These figures depict usage based on PTR and aircraft mix. They do not represent airfield capacity.**
**** Airfield has no lighting.**

Facilities (cont.)

A. Airfield (cont.)

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.

74 Ops/Hr SEE ATTACHED DOCUMENT

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

	FY 1991	FY 1992	FY 1993
Runway ___ Traffic Count	91,536*	108,891*	83,099*
Runway ___ Traffic Count			

*** Operations count data is total ops per year at the airfield for all runways.**

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	50/50	50/50	50/50
IFR	0	0	0
Total	100%	100%	100%

*** Airfield has no instrument approaches and is used for VFR operations only.**

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	0	84	131	100%	1
ifr	0	16	0	0%	4
vfr	0	0	0	0%	0
below min	0	0	0	0%	0
	0	0	0	0%	0

Ops per hour: 74
Service volume: 213,282
Air station: OLF WALDRON
Remarks: chart 3-3 vfr, 3-43 below 1500/3.
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.

h-	cap base	t & go factor	exit factor	hourly cap	chart
	104	1.8	0.7	131	3-11
	0	0	0	0	3-54
	0	0	0	0	3-4
	0	0	0	0	0

Notes:

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Facilities (cont.)

* Airfield (cont.)

[redacted]. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements). **No constraints.**

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 calculations[12]. **Training complex capacity could be increased by executing already proposed Memorandums of Agreement with numerous Non-DOD fields in the immediate operating area.**

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 calculations[13]. **Large tracts of undeveloped, privately owned acreage are available within 20 nm for airfield construction. Additionally there are numerous proposed Memorandums of Agreement with Non-DOD fields in the immediate operating area.**

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). **None**

[redacted]

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.

[redacted]

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Maximum Sorties
General	Primary	T-34C	
		JPATS[2]	
Strike	Intermediate	T-2	
	Advanced	TA-4J	
	Intermediate/ Advanced	T-45[2]	
E2/C2	Intermediate	T-44	
	Advanced	T-2	
		T-45[14]	
Maritime	Intermediate	T-34C	
		JPATS[2]	
	Advanced	T-44	
Rotary	Intermediate	T-34C	
		JPATS[2]	
	Advanced	TH-57	

*See NASCORPC data.

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

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

NAS Corpus Christi has access to large volumes of low traffic density airspace in South Texas.

[14]If requirements are still being derived, give best estimate.

Facilities (cont.)

* Airfield (cont.)

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

NALF Waldron

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
13/31	5,000	200	TT139000				x		NONE	V	NONE
17/35	5,000	200	TT119000				x		NONE	V	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting .

CHATTRAYS

Runway 13 is displaced 300 feet. Runway 31 is displaced 270 feet.
Runway 17 is displaced 420 feet. Runway 35 is displaced 185 feet.

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

Runway Designation	NAVAID	Published Approaches
Tower Controlled		

***Airfield has no instrument approaches and is used for VFR operations only.**

Facilities (cont.)

A. Airfield (cont.)

.. 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 Waldron

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	342,035	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	62,938	
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.Facilities (cont.)

Airfield has no lighting.

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Facilities

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 Cabaniss **Location (Lat/Long and nearest town):** 27° 43'N- 97° 26'W Corpus Christi Tx.

Syllabi and Level of Training Supported: Advanced Maritime and Intermediate E2/C2 T-44A
Note: Runways are long enough to support T-34, T-2, T-45, JPATS, T-3, T-37 and TH-57 operations.

Ownership: U.S. Navy **(Air Force/Army/Navy/Civilian)**

For OLF: Distance (nm) from home field 8 NM W

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-44A

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5185	6318	4271
	Graduate Training Sorties			
	Training Support Sorties*	1177	472	843
	Other Sorties			
	TOTAL SORTIES:	6362	6790	5114
Non-Operational Hours[15]	Standdowns	32	32	32
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

ors when the airfield was closed for flight operations.

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Facilities

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 Cabaniss **Location (Lat/Long and nearest town):** 27° 43'N- 97° 26'W Corpus Christi Tx.

Syllabi and Level of Training Supported: Advanced Maritime and Intermediate E2/C2 T-44A
Note: Runways are long enough to support T-34, ~~T-2, T-45~~, JPATS, T-3, T-37 and TH-57 operations.
T-45 is questionable.

Ownership: U.S. Navy **(Air Force/Army/Navy/Civilian)** CNATRA NS

For OLF: Distance (nm) from home field 8 NM W

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-44A

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	5576	5236	4675
	Graduate Training Sorties			
	Training Support Sorties*	470	490	510
	Other Sorties			
	TOTAL SORTIES:	6046	5726	5185
Non-Operational Hours[15]	Standdowns	32	32	32
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

[15] Hours when the airfield was closed for flight operations.

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Pilots and NFO/Navigators Trained			High in past 10 yrs
			FY-1991	FY-1992	FY-1993	
General	Primary	T-34C				
		JPATS[2]				
Strike	Intermediate	T-2				
	Advanced	TA-4J				
	Intermediate/ Advanced	T-45[2]				
E2/C2	Intermediate	T-44				
	Advanced	T-44				
		T-45[16]				
ritime	Intermediate	T-34C				
		JPATS[2]				
	Advanced	T-44				
Rotary	Intermediate	T-34C				
		JPATS[2]				
	Advanced	TH-57				

*** See NASCORPC Data. No PTR assigned to NALF Cabaniss.**

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)	12.1/5*	12.1/5*	12.1/5*
Days per year:	237	237	237

***Airfield currently manned for training operations until 2400L.**

[16]If requirements are still being derived, give best estimate.

Facilities (cont.)

A. Airfield (cont.)

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-44A **Undergraduate Training:** (YES)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary/Int			
	Advanced/E2			
	Etc.*			
Maintenance				
Operations				
Other Military Flights				
Civilian/Commercial Flights				
Other				
Total				

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

*** See NASCORPC data.**

6. List the major factors in the "other" category in the above table.
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? **97.7**

b. Percentage of time WX at or above 300/1? **97.1**

c. Percentage of time WX at or above 500/1? **95.0**

All data based on NASCORPC due to proximity.

d. Percentage of time WX at or above 1000/3? **88.4**

e. Percentage of time WX 3000/5 and above? **73.9**

f. Percentage of time WX 3000/3 and above? **74.9**

g. Percentage of time WX 1500/3 and above? **84.1**

h. Percentage of time crosswind component to the primary runway at or below 15 knots? **94**

i. Percentage of time crosswind component to the primary runway at or above 25 knots? **1.2**

j. Mean number of days of icing in the local flying area? **10 days of icing conditions below 10,000'MSL. Approximately 2 days of icing conditions at SFC. Data is derived from the experience of station forecasters. Answers h. and i. represnt percentages for runway 13/31 as primary.**

CLOSE HOLD

Facilities (cont.)

Airfield (cont.)

6. 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: NALF Cabaniss

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	0	3
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate	20	5
	Advanced		
Maritime	Intermediate		
	Advanced	80	92
Rotary	Intermediate		
	Advanced		
	Total	100	100

*** These figures depict usage based on PTR and aircraft mix. They do not represent airfield capacity.**

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Facilities (cont.)

* Airfield (cont.)

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: NALF Cabaniss

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	0	3
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate	13	9
	Advanced		
Maritime	Intermediate		
	Advanced	87	88
Rotary	Intermediate		
	Advanced		
	Total	100	100

*** These figures depict usage based on PTR and aircraft mix. They do not represent airfield capacity.**

Facilities (cont.)

A Airfield (cont.)

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.

74 Ops/Hr SEE ATTACHED DOCUMENT

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

	FY 1991	FY 1992	FY 1993
Runway ___ Traffic Count	125,962*	134,450*	101,249*
Runway ___ Traffic Count			

*** Operations count data is total ops per year at the airfield for all runways.**

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

	FY 1991	FY 1992	FY 1993
VFR	50/50	50/50	50/50
IFR	0	0	0
Total	100%	100%	100%

*** Airfield has no instrument approaches and is used for VFR operations only.**

CNATRA N3

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	0	84	131	100%	1
ifr	0	16	0	0%	4
vfr	0	0	0	0%	0
below min	0	0	0	0%	0
	0	0	0	0%	0

Ops per hour: 74
Service volume: 213,282
Air station: OLF CABANISS
Remarks: chart 3-3 vfr, 3-43 below 1500/3.
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.

hrly cap base	t & go factor	exit factor	hourly cap	chart
104	1.8	0.7	131	3-11
0	0	0	0	3-54
0	0	0	0	3-4
0	0	0	0	0

Notes:

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Facilities (cont.)

A Airfield (cont.)

. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements). **No constraints.**

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 calculations[17]. **Training complex capacity could be increased by executing already proprosed Memorandums of Agreement with numerous Non-DOD fields in the immediate operating area.**

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 calculations[18]. **Large tracts of undeveloped, privately owned acreage are available within 20 nm for airfield construction. Additionally there are numerous proposed Memorandums of Agreement with Non-DOD fields in the immediate operating area.**

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). **None**

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.

CLOSE HOLD

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Maximum Sorties
General	Primary	T-34C	
		JPATS[2]	
Strike	Intermediate	T-2	
	Advanced	TA-4J	
	Intermediate/ Advanced	T-45[2]	
E2/C2	Intermediate	T-44	
	Advanced	T-2	
		T-45[19]	
Maritime	Intermediate	T-34C	
		JPATS[2]	
	Advanced	T-44	
Rotary	Intermediate	T-34C	
		JPATS[2]	
	Advanced	TH-57	

***See NASCORPC data.**

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

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.
NAS Corpus Christi has access to large volumes of low traffic density airspace in South Texas.

[19]If requirements are still being derived, give best estimate.

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Pilots and NFO/Navigators Trained			Training currently conducted
			FY-1991	FY-1992	FY-1993	Y/N
General	Primary	T-34C	312	317	294	Y
		JPATS[2]				N
Strike	Intermediate	T-2				N
	Advanced	TA-4J				N
	Intermediate/ Advanced	T-45[2]				N
E2/C2	Intermediate	T-44	0	47	49	Y
	Advanced	T-44	38	44	9	N
		T-45[1]				N
Maritime	Intermediate	T-34C	~~46~~ 60	60	183	Y
		JPATS[2]				N
	Advanced	T-44	314	317	217	Y
Rotary	Intermediate	T-34C	~~426~~ 113	134	35	Y
		JPATS[2]				N
	Advanced	TH-57				N

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

[1]If requirements are still being derived, give best estimate.

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CLOSE HOLD

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Pilots and NFO/Navigators Trained			Training currently conducted
			FY-1991	FY-1992	FY-1993	Y/N
General	Primary	T-34C	312	317	294	Y
		JPATS[2]				N
Strike	Intermediate	T-2				N
	Advanced	TA-4J				N
	Intermediate/ Advanced	T-45[2]				N
E2/C2	Intermediate	T-44	0	47	49	Y
	Advanced	T-44	38	44	9	N
		T-45[1]				N
Maritime	Intermediate	T-34C	~~46~~ 60	60	183	Y
		JPATS[2]				N
	Advanced	T-44	~~290~~ 314	317	217	Y
Rotary	Intermediate	T-34C	~~126~~ 113	134	35	Y
		JPATS[2]				N
	Advanced	TH-57				N

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

[1]If requirements are still being derived, give best estimate.

Mission Requirements (cont.)

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

.). 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
*ITU(34)	22	25	28	33	33	33	32	32	32	5.2
*ITU(44)	11	11	13	15	21	21	21	21	21	2.6
**TPS	5	7	7	7	7	7	7	7	7	.8
**TRANS	4	4	4	4	4	4	4	4	4	.6
**NOAA	2	2	2	2	2	2	2	2	2	.3

*** Instructor training based on planning factors manning for projected PTR.**
**** TPS, TRANS, NOAA training based on historic averages.**

: the following formula to calculate ADSL:

Activity Throughput X Average Number of 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.

No formal enlisted training conducted at NASCORPC

Enlisted Training (Graduates) N/A										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993

Use the following formula to calculate ADSL:

Activity Throughput X Average Number of days each student was aboard
Number of Training Days

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Mission Requirements (cont.)

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

. 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
*ITU(34)	30	29	28	33	33	33	33	33	33	7.1
*ITU(44)	10	10	12	15	21	21	21	21	21	2.3
**TPS	10	7	7	7	7	7	7	7	7	1.5
**TRANS	4	4	4	4	4	4	4	4	4	.6
**NOAA	2	2	2	2	2	2	2	2	2	.3

*** Instructor training based on planning factors manning for projected PTR.**
**** TPS, TRANS, NOAA training based on historic averages.**

the following formula to calculate ADSL:

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

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.

No formal enlisted training conducted at NASCORPC

Enlisted Training (Graduates) N/A										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993

Use the following formula to calculate ADSL:

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

A. Airfield (cont.)

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

NALF Cabaniss

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
13/31	5,000	200	TT111000		X				NONE	V/N	NONE
17/35	5,000	200	TT78000		X				NONE	V/N	NONE

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

Runway 17 is displaced 500'. CHATRA NO

19. In the table below list the available NAVAIDS with published approaches that support the main airfield 1/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
Tower Controlled		

*** Airfield has no instrument approaches and is used for VFR operations only.**

Facilities (cont.)

A Airfield (cont.)

. 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 Cabaniss

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	299,790	
111	Runways Rotor Wing	SY	0	
111	Landing Pads	SY	0	
113	Parking Aprons	SY	42,272	
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

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Facilities

Airfield

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

Airfield/OLF Name: Aransas County **Location (Lat/Long and nearest town):** 28 06'N-97 03'W Rockport Tx.

Syllabi and Level of Training Supported: Primary T-34C
Note: Runways are long enough to support T-34, T-2, T-45, JPATS, T-3, T-37 and TH-57 operations.

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

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

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

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	1490	1481	1483
	Graduate Training Sorties			
	Training Support Sorties*	308	591	269
	Other Sorties	***	***	***
	TOTAL SORTIES:	1798	2072	1752
Non-Operational Hours[20]	Standdowns	32**	32**	32**
	Maintenance	•		
	Other Events			

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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:

Sorties in table above are estimates based on operations count data.
**** Standdown hours represent hours crash crew were not available, field was open for civilian operations.**
***** Approximately 22000 civilian operations per year occur at Aransas County based on FAA statistics for FY-92.**

are when the airfield was closed for flight operations.

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Facilities

Airfield

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

Airfield/OLF Name: Aransas County **Location (Lat/Long and nearest town):** 28 06'N-97 03'W Rockport Tx.

Syllabi and Level of Training Supported: Primary T-34C
Note: Runways are long enough to support T-34, ~~T-2~~, ~~T-45~~, JPATS, T-3, T-37 and TH-57 operations.
T-45 is questionable

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

CNATRA N3

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

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

TYPE AIRCRAFT: T-34C

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	1541	1565	1452
	Graduate Training Sorties			
	Training Support Sorties*	595	606	713
	Other Sorties	***	***	***
	TOTAL SORTIES:	2136	2171	2165
Non-Operational Hours[20]	Standdowns	32**	32**	32**
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**
List below the "other sorties" and "other events" included in the table above:

Sorties in table above are estimates based on operations count data.
**** Standdown hours represent hours crash crew were not available, field was open for civilian operations.**
***** Approximately 22000 civilian operations per year occur at Aransas County based on FAA statistics for FY-92.**

[20] Hours when the airfield was closed for flight operations

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Pilots and NFO/Navigators Trained			High in past 10 yrs
			FY-1991	FY-1992	FY-1993	
General	Primary	T-34C				
		JPATS[2]				
Strike	Intermediate	T-2				
	Advanced	TA-4J				
	Intermediate/ Advanced	T-45[2]				
E2/C2	Intermediate	T-44				
	Advanced	T-44				
		T-45[21]				
aritime	Intermediate	T-34C				
		JPATS[2]				
	Advanced	T-44				
Rotary	Intermediate	T-34C				
		JPATS[2]				
	Advanced	TH-57				

*** See NASCORPC Data. No PTR assigned to Aransas County**

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)	6/0*	6/0*	6/0*
Days per year:	208	208	208

*** Current agreement with city of Rockport is for operations from 1000-1600L mon - thurs.**

[21]If requirements are still being derived, give best estimate.

Facilities (cont.)

Δ Airfield (cont.)

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

Aircraft Type:T-34C **Undergraduate Training: (YES)**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary/Int			
	Advanced/E2			
	Etc.*			
Maintenance				
Operations				
Other Military Flights				
Civilian/Commercial Flights				
Other				
Total				

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

* **See NASCORPC data.**

6. List the major factors in the "other" category in the above table.
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? **97.7***

b. Percentage of time WX at or above 300/1? **97.4**

c. Percentage of time WX at or above 500/1? **95.0***

d. Percentage of time WX at or above 1000/3? **89.5**

e. Percentage of time WX 3000/5 and above? **73.9***

f. Percentage of time WX 3000/3 and above? **74.9***

g. Percentage of time WX 1500/3 and above? **86.2**

h. Percentage of time crosswind component to the primary runway at or below 15 knots? **94***

i. Percentage of time crosswind component to the primary runway at or above 25 knots? **1.2***

j. Mean number of days of icing in the local flying area? **10 days of icing conditions below 10,000'MSL. Approximately 2 days of icing conditions at SFC. Data is derived from the experience of station forecasters.**

* **Data based on NASCORPC due to proximity.**

Facilities (cont.)

* Airfield (cont.)

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: Aransas County

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General	Primary	100	0
Strike	Intermediate		
	Advanced		
E2/C2	Intermediate		
	Advanced		
Maritime	Intermediate		
	Advanced		
Rotary	Intermediate		
	Advanced		
	Total	100	0

*** These figures depict usage based on PTR and aircraft mix. They do not represent airfield capacity.**

Facilities (cont.)

Airfield (cont.)

. 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.

74 Ops/Hr SEE ATTACHED DOCUMENT

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

	FY 1991	FY 1992	FY 1993
Runway ___ Traffic Count	36,320*	41,848*	35,400*
Runway ___ Traffic Count			

*** Operations count data is total Navy ops per year at the airfield for all runways.**

Note: Approximately 22000 civilian operations per year occur at Aransas County based on AA statistics for FY-92.

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

	FY 1991	FY 1992	FY 1993
VFR	50/50	50/50	50/50
IFR	0	0	0
Total	100%	100%	100%

*** Airfield has instrument approaches but is only used by Trawing FOUR for VFR operations.**

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	0	84	131	100%	1
ifr	0	16	0	0%	4
vfr	0	0	0	0%	0
below min	0	0	0	0%	0
	0	0	0	0%	0

Ops per hour: 74
Service volume: 213,282
Air station: OLF ARANSAS COUNTY
Remarks: chart 3-3 vfr, 3-43 below 1500/3.
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.

hrly cap base	t & go factor	exit factor	hourly cap	chart
104	1.8	0.7	131	3-11
0	0	0	0	3-54
0	0	0	0	3-4
0	0	0	0	0

Notes:

55 (a) Heard CNET N-4433 11 May

Facilities (cont.)

- Airfield (cont.)

Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements). **Current agreement with city of Rockport is for operations 1000-1600L mon-thurs.**

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 calculations[22]. **Training complex capacity could be increased by executing already proposed Memorandums of Agreement with numerous Non-DOD fields in the immediate operating area.**

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 calculations[23]. **Large tracts of undeveloped, privately owned acreage are available within 20 nm for airfield construction. Additionally there are numerous proposed Memorandums of Agreement with Non-DOD fields in the immediate operating area.**

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).
None

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.

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.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Maximum Sorties
General	Primary	T-34C	
		JPATS[2]	
Strike	Intermediate	T-2	
	Advanced	TA-4J	
	Intermediate/ Advanced	T-45[2]	
E2/C2	Intermediate	T-44	
	Advanced	T-2	
		T-45[24]	
Maritime	Intermediate	T-34C	
		JPATS[2]	
	Advanced	T-44	
Rotary	Intermediate	T-34C	
		JPATS[2]	
	Advanced	TH-57	

***See NASCORPC data.**

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

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

NAS Corpus Christi has access to large volumes of low traffic density airspace in South Texas.

[24]If requirements are still being derived, give best estimate.

A. Airfield (cont.)

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

Arransas County

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
14/32	5,610	150	TT140000		X				NONE	I/V/N	Y
9/27	4500	150	TT140000				X		NONE	I/V/N	Y
18/36	4500	150	TT140000				X		NONE	I/V/N	Y

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
14	NDB (RKP)	NDB 14
ALL	CRP Vortac	Vor/Tacan A

*** Airfield used by Trawing FOUR for VFR operations only.**

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Facilities (cont.)

Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General	Primary	T-34C	29 * A632D **	12.2nm x 9.2nm x 3500ft 52nm x 40nm x 5000ft
		JPATS[25]		
Strike	Intermediate	T-2C		
	Advanced	TA-4J		
	Intermediate/ Advanced	T-45[6]		
E2/C2	Intermediate	T-44	36 *	15.5nm x 19nm x 2000ft
	Advanced	T-2		
		T-45[6]		
Maritime	Intermediate	T-34C	All conducted in GEN airspace	
		JPATS[6]		
	Advanced	T-44	36 *	15.5nm x 19nm x 2000ft
Rotary	Intermediate	TH-57		
	Advanced	T-34C	All conducted in GEN airspace	
		JPATS[6]		
		Total	65 *	

*** T-44 AIRSPACE IS USED FOR BOTH INTERMEDIATE E2/C2 AND ADVANCED MARITIME TRAINING.**

**** A632D IS AVAILABLE BUT NOT DIVIDED INTO BLOCKS AT THIS TIME. IT ADDS AN ADDITIONAL 1929 SQ NM (6000 TO 11000FT) TO THE AIRSPACE AVAILABLE TO TRAWING FOUR.**

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)

[25] If requirements are still being derived, give best estimate.

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Facilities (cont.)

B Airspace

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.)

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General	Primary	T-34C	29 * A632D **	12.2nm x 8.5nm x 3500ft 52nm x 40nm x 5000ft
		JPATS[25]		
Strike	Intermediate	T-2C		
	Advanced	TA-4J		
	Intermediate/ Advanced	T-45[s]		
E2/C2	Intermediate	T-44	36 *	15.5nm x 19nm x 2000ft
	Advanced	T-2		
		T-45[s]		
Maritime	Intermediate	T-34C	All conducted in GEN airspace	
		JPATS[s]		
	Advanced	T-44	36 *	15.5nm x 19nm x 2000ft
Rotary	Intermediate	TH-57		
	Advanced	T-34C	All conducted in GEN airspace	
		JPATS[s]		
		Total	65 *	

*** T-44 AIRSPACE IS USED FOR BOTH INTERMEDIATE E2/C2 AND ADVANCED MARITIME TRAINING.**

**** A632D IS AVAILABLE BUT NOT DIVIDED INTO BLOCKS AT THIS TIME. IT ADDS AN ADDITIONAL 1929 SQ NM (6000 TO 11000FT) TO THE AIRSPACE AVAILABLE TO TRAWING FOUR.**

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)

[25] If requirements are still being derived, give best estimate.

RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.
No limitations due to transit corridors.

Facilities (cont.)

Airspace (cont.)

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 632B located overhead Navy Corpus available 0700 to 2400 Local
Scheduling Navy Corpus
Recording Navy Corpus
Area - 1350 sq nm SFC-FL180
located over Navy Corpus and Waldron ATA

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

Yes, Navy Corpus

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?

Yes Navy Corpus, Waldron airfields are under this airspace and owned by the Navy.

d. What is the distance en route?

Overhead, 5 minutes to established blocks

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

P Airspace (cont.)

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 is located 35nm W of Navy Corpus is available from 0700 to 2400 Local
Scheduling Kingsville approach
Recording None
TRAWING FOUR utilizes 500 sq nm of this area from 4000 to FL180

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

d. What is the distance en route?

35nm W, 12 minute transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

P Airspace (cont.)

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 632D is located 40nm N of Navy Corpus and is available 0700 - 2400 local R
Scheduling Navy Kingsville
Recording None
Area 1929 sq nm 6000 to 11000 ft
(Surface to 6000ft is utilized VFR to conduct primary training.)

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

d. What is the distance en route?

40nm N of Navy Corpus, 13 minutes transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

P Airspace (cont.)

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 632D is located 40nm N of Navy Corpus and is available 24hrs
Scheduling Navy Kingsville
Recording None
Area 1929 sq nm 6000 to 11000 ft
(Surface to 6000ft is utilized VFR to conduct primary training.)

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

d. What is the distance en route?

40nm N of Navy Corpus, 13 minutes transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

B. Airspace (cont.)

. 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 632F is located 29 nm N-NE of Navy Corpus available 0700 to 2400 Local
Scheduling Navy Corpus
Recording none
Area 400 sq nm 3000 to FL180

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

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**

d. What is the distance en route?

29nm N-NE of Navy Corpus, 10 minute transit

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.

A632F is over a federal game reserve and has a floor of 3000 ft

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

B Airspace (cont.)

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.

Kingsville 1 MOA/ATCAA located 45 nm W of Navy Corpus available sunrise to 2400 Local M - F, SR - SS Sat, other times by NOTAM.
Controlling, Houston Center
Scheduling, TRAWING TWO
Area, 2100 sq nm 8000 to FL350

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

d. What is the distance en route?

45nm West of Navy Corpus, 15 minutes transit

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**

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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.

Kingsville 2 MOA/ATCAA located 29 nm W of Navy Corpus available sunrise to 2400 Local M - F, SR - SS Sat, other times by NOTAM.
Controlling Houston Center
Scheduling TRAWING TWO
Area 437 sq nm 13000 to FL350

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
Yes, Navy 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 up for renewal? **No**

d. What is the distance en route?

29nm W, 10 Minutes transit

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**

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Facilities (cont.)

B. Airspace (cont.)

. 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 nmi. 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.

Kingsville 2 MOA/ATCAA located 29 nm W of Navy Corpus available sunrise to 2400 Local M - F, SR - SS Sat, other times by NOTAM.
Controlling Houston Center
Scheduling TRAWING TWO
Area 2100 sq nm 13000 to FL350

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

d. What is the distance en route?

29nm W, 10 Minutes transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

D Airspace (cont.)

. 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.

Chase 1 MOA/ATCAA located 30 nm N of Navy Corpus available from sunrise to 2400 Local M -F, 1400 - 2400 Sun, other times by NOTAM.
Controlling Houston Center
Scheduling TRAWING TWO
Area 2174 sq nm 11000 to FL350

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

d. What is the distance en route?

30nm North of Navy Corpus, 10 minutes transit

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**

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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.

Chase 2 MOA/ATCAA located 57nm N-NE of Navy Corpus available sunrise to 2400 Local M - F, 1400 - 2400 Sun, other times by NOTAM.
Controlling Houston Center
Scheduling TRAWING TWO
Area 912 sq nm 9000 to FL350

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?
Yes, 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 up for renewal? **No**

d. What is the distance en route?

57nm N-NE of Navy Corpus, 19 minute transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

D Airspace (cont.)

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.

Chase 2 MOA/ATCAA located 57nm N-NE of Navy Corpus available sunrise to 2400 Local M - F, 1400 - 2400 Sun, other times by NOTAM.
Controlling Houston Center
Scheduling TRAWING TWO
Area 551 sq nm 9000 to FL350

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

d. What is the distance en route?

57nm N-NE of Navy Corpus, 19 minute transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

B Airspace (cont.)

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.

Chase 3 MOA/ATCAA located 47 nm W-NW of Navy Corpus available sunrise to 2400 Local M - F, 1400 - 2400 Sat, other times by NOTAM.
Controlling Houston Center
Scheduling TRAWING TWO
Area 2775 sq nm 8000 to FL350

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

d. What is the distance en route?

47nm W-NW of Navy Corpus, 16 minutes transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

P Airspace (cont.)

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 (McMullen target) located 94 nm NW of Navy Corpus in Cotulla, TX and is available from sunrise to sunset, other times by NOTAM.
Controlling Houston Center
Scheduling NAS Kingsville
Area 157nm^2
SFC TO 12000 ft

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

Radar coverage by Kingsville approach. Communications coverage by McMullen Target personnel.

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 up for renewal?

YANKEE Target Area - Leased
DIXIE Target Area - Navy owned

d. What is the distance en route?

94nm - 32 minutes transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

Airspace (cont.)

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 (McMullen target) located 94 nm NW of Navy Corpus in Cotulla, TX and is available from sunrise to sunset, other times by NOTAM.
Controlling Houston Center
Scheduling NAS Kingsville
Area 157nm^2
SFC TO 12000 ft

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

YANKEE Target Area - Leased
DIXIE Target Area - Navy owned

d. What is the distance en route?

94nm - 32 minutes transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

Airspace (cont.)

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.

Instrument Route Low Level. IR 136,147,148,149,135,166,167. All within 100NM of Navy Corpus. Varying lengths averaging 250 NM. Available 24 hrs a day.
Controlling- Houston Center
Scheduling- Nas Kingsville

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

Yes, 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

d. What is the distance en route?

60nm - 20 minutes average

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)

D Airspace (cont.)

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.

Visual Route Low Level. VR 151,168. All within 100NM of Navy Corpus. Varying lengths averaging 250 NM. Available during daylight only.
Controlling- Houston Center
Scheduling- Nas Kingsville

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

d. What is the distance en route?

90nm - 30 minutes average

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

Facilities (cont.)
B. Airspace (cont.)

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 located 10nm East of NASCORPC available 24 hrs
Controlling Houston Center
Scheduling Navy Corpus
Recording Navy Corpus
Area - W228A 1675 sq nm SFC-FL450
- W228B 1950 sq nm SFC-FL450
- W228C 3600 sq nm SFC-FL450
- W228D 3200 sq nm SFC-FL450

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

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 up for renewal? **No**

d. What is the distance en route?

10nm East - 4 minutes transit

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details. **No**

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details. **No**

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

Yes, available airspace could handle an estimated 50% increase in training capacity. The availability of A632D (currently available, but underutilized) adds approximately 16% to our current airspace volume. Additionally TRAWING FOUR T-44s utilize blocks that could be halved in size, doubling the number available. This would add approximately 37% to the number of airspace blocks currently available.

Facilities (cont.)

Airspace (cont.)

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements? **Yes, the available SUA/airspace for special use within 100 NM of NAS Corpus Christi is sufficient to satisfy all current training requirements. Additionally due to current low utilization of A632C and A632D there is ability to expand training operations.**

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:
None are required.

a. Where do these units/squadrons deploy?

b. How far from your installation?

c. Frequency?

d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

e. Annual costs incurred for deployments due to adverse weather?

f. Annual costs incurred for deployments due to airspace non-availability?

g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level ning routes etc.)?

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.
None

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

Syllabus of Training *	Terrain Feature or Overwater Requirement
Advanced Maritime	1 overwater flight required (Rigging Procedures)

*** Use appropriate Navy, Air Force, or Army syllabus of training list**

8. List any additional constraints or limitations to the airspace that impact the training mission.
Ther are no constraints or limitations on the airspace currently utilized by Training Air Wing FOUR. It is important to stress that T-44 and T-34 familiarization and basic instrument flights are best flown at altitudes below 14000'MSL due to aircraft performance and types of maneuvers being accomplished.

Facilities (cont.)

Ground Training

By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10/171-35

Type Training Facility	Total Number	Design Capacity (PN)[26]	Capacity (Student HRS/YR)
Ground Training Bldg (171-10)	16 x 15	240 x 8	455040
2 Learning Centers (171-10)	2 x 25	50 x 8	94800
SIM Bldg 2B37 (171-35)	6 x 12	72 (1.3)	22183.2
2C42 (171-35)	1 x 16	16 (1.0)	3792.0
(Dual) 2F129 OFT (171-35)	4 x 10	40 x 2 (1.5)	28440.0
ual) 2F129 CPT (171-35)	1 x 16	16 X 2 (1.0)	7584

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

16 classrooms x 15 students per class x 8 hrs = 1920 x 237 training days = 455040
2 learning centers x 25 students x 8 hrs = 400 x 237 training days = 94800
6 OFTs x 12 Evts possible = 72 x 1.3 hrs per evt x 237 training days = 22183.2
1 CPT x 16 Evts possible = 16 x 1.0 hrs per evt x 237 training days = 3792
4 OFTs x 2 Evts possible = 80 x 1.5 hrs per evt x 237 training days = 28440
1 CPT x 2 Evts possible = 32 x 1.0 hrs per evt x 237 training days = 7584

[26] 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

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.

If operated for two eight hour shifts the capacity could be doubled.

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 calculations[27]

NAS Corpus Christi has sufficient undeveloped land to build additional ground training and simulator complexes if required.

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

None

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

Facilities (cont.)

C Ground Training (cont.)

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: 171-10 / 171-15 / 171-25 / 179-50

Type Training Facility	Total Number	Design Capacity (PN)[28]	Capacity (Student HRS/YR)
Ground training bldg 1824 (171-10)	1 classroom	15	28,440
Reserve Training Bldg 1721 (171-15)	1 bldg	340	163,200
Reserve Training Bldg 1722 (171-15)	1 bldg	21	10,080
Reserve Training Bldg 1724 (171-15)	1 bldg	153	73,440
Auditorium 1281 (171-25)	1	175	331,800
Training Course (179-50)	2.78 AC		

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

Bldg 1824

1 classroom x 15 students per class x 8 hrs =120 120 x 237 training days=28440 (TQL classroom)

Reserve Training Buildings

340PN x 8HR/DA x 60DA/YR = 163,200 HR/YR

21PN x 8HR/DA x 60DA/YR = 10,080 HR/YR

153PN x 8HR/DA x 60DA/YR = 73,440 HR/YR

NOTE: THESE FACILITIES ARE USED FOR TRAINING RESERVES MAINLY ON WEEKENDS.

Auditorium

175PN x 8 HR/DA x 237 DA/YR = 331,800 HR/YR

Training course

Field training course for USMC, USMCR, Active and Reserve Seabees.

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.)

C Ground Training (cont.)

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.
Currently 1 classroom in bldg 1824, all reserve training bldgs, and the auditorium in bldg 1281 are not utilized for undergraduate student training. If these buildings were used for undergraduate training there would be an additional 1,334,784 student-hrs/yr available for utilization.
704PN x 8 HR/DA x 237 DA/YR =1,334,784 student-HRS/YR.

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 calculations[20]
NAS Corpus Christi has sufficient undeveloped land to build additional ground training and simulator complexes if required.

10. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.
None

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

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

Squadron	Number of Aircraft (Fiscal Year)								Mission
	1994	1995	1996	1997	1998	1999	2000	2001	
C-12	2	2	2	2	2	2	2	2	Station Aircraft (NALO)
UH-1	3	3	3	3	3	3	3	3	Station Aircraft (SAR/CCAD)
C-23	1	0	0	0	0	0	0	0	CCAD
CH-53E	0	0	0	24	24	24	24	24	Mine Warfare
P-3	8	8	8	8	8	8	8	8	Drug traffic Interdiction
UH-65	3	3	3	3	3	3	3	3	USCG
FALCON	3	3	3	3	3	3	3	3	USCG
A-4	2	0	0	0	0	0	0	0	CNATRA
T-45	0	2	2	2	2	2	2	2	CNATRA

CNATRA

See DCN 2 p71R

(WP: 33-H-2, p95, Disc 4)

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-34	319	Does not include current planes assigned here.
T-44	256	Does not include current planes assigned here.
C-12	2	NALO
A-4	2	CNATRA
P-3	8	U.S. CUSTOMS
C-23	1	CCAD
UH-65A	3	USCG
UH-1	3	SAR/CCAD
Falcon	3	USCG
UH-53E	24	Future Mine Warfare Command squardons being assigned here.

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. **SEE ATTACHED SHEETS**

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33-H-19

CLOSE HOLD

Facilities (cont.)

- Aircraft Parking, Maintenance, and Supply

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.

Squadron	Number of Aircraft (Fiscal Year)								Mission
	1994	1995	1996	1997	1998	1999	2000	2001	
C-12	2	2	2	2	2	2	2	2	Station Aircraft (NALO)
UH-1	3	3	3	3	3	3	3	3	Station Aircraft (SAR/CCAD)
C-23	1	~~0~~ 1	0	0	0	0	0	0	CCAD
CH-53E	0	0	0	24	24	24	24	24	Mine Warfare
P-3	8	8	8	8	8	8	8	8	Drug traffic Interdiction
UH-65	3	3	3	3	3	3	3	3	USCG
FALCON	3	3	3	3	3	3	3	3	USCG

2/ CNATRA N3

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-34	319	Does not include current planes assigned here.
T-44	~~256~~ 255	Does not include current planes assigned here.
C-12	2	NALO
A-4	2	CNATRA
P-3	8	U.S. CUSTOMS
C-23	1	CCAD
UH-65A	3	USCG
UH-1	3	SAR/CCAD
Falcon	3	USCG
UH-53E	24	Future Mine Warfare Command squadrons being assigned here.

2/ CNATRA N3

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. **SEE ATTACHED SHEETS**

AIRCRAFT PARKING, MAINTENANCE AND SUPPLY

PROJECTION OF THE NUMBER OF AIRCRAFT THAT CAN BE HOUSED:

HANGARS: NAVY = 40,000 SF per HANGAR / 9SF/SY = 4,444 SY

HANGAR(S)						
51	40,000	SF	=	4,444	SY	NOTE 1
55	40,000	SF	=	4,444	SY	
56	40,000	SF	=	4,444	SY	
57	40,000	SF	=	4,444	SY	
58	40,000	SF	=	4,444	SY	
			TOTAL:	17,778	SY	

NOTE 1: HANGAR SPACE NOT INCLUDED IN THIS CALCULATION BECAUSE IT IS USED FOR AIMD CONTRACTORS.

PER NAVFAC P-80 STANDARD MEASURES:

TYPE	REQM'T PER PLANE		HANGAR SPACE		# OF AIRCRAFT THAT CAN BE HOUSED
T-34	570	SY	17,778	SY	31
T-44	910	SY	17,778	SY	20

REAL WORLD PLANNING TO ACCOMMODATE A SURGE:

T-34	31	X	2 MINUS 1 =	61
T-44	20		2 MINUS 1 =	38

COMMENT: 699,515 SF OF HANGAR SPACE NOT INCLUDED BECAUSE THOSE HANGARS ARE USED BY TENANT COMMANDS NOT INVOLVED IN PILOT TRAINING.

79(a) Heard onst N-4433 Pat 11 May 94

AIRCRAFT PARKING, MAINTENANCE AND SUPPLY

AIRCRAFT PARKING REQUIREMENT - APPROXIMATION
Reference: P-80

CATEGORY CODE: 113-20 AIRCRAFT PARKING FPD: 633,671 SY

TYPE OF AIRCRAFT	ON-BOARD QTY	REQM'T PER AIRCRAFT		TOTAL SY REQM'T FOR TYPE OF PLANE		COMMENTS:
T-34	71	.570	SY	40,470	SY	
T-44	57	910	SY	51,870	SY	
C-12	2	910	SY	1,820	SY	
A-4	1	1675	SY	1,675	SY	
P-3	8	3560	SY	28,480	SY	
C-23	1	1420	SY	1,420	SY	
FALCON	3	1575	SY	4,725	SY	
UH-1	3	1195	SY	3,585	SY	
UH-65A	3	1195	SY	3,585	SY	
UH-53E	24	3398	SY	81,552	SY	NOTE 1 & 2
				=========		
		TOTAL REQM'T:		219,182	SY	

NOTE 1: FUTURE REQUIREMENT FOR HM SQUADRONS.

NOTE 2: SY REQUIREMENT USED IN CONSIDERING AIRCRAFT PARKING REQUIREMENT

79(b) Heard

AIRCRAFT PARKING REQUIREMENT - APPROXIMATION
Reference: P-80

PLANNING TO ACCOMMODATE A SURGE:

TYPE OF AIRCRAFT	ON-BOARD QTY	REQM'T PER AIRCRAFT	TOTAL SY REQM'T FOR TYPE OF PLANE	COMMENTS:
T-34	71	570 SY	40,470 SY	
T-44	57	910 SY	51,870 SY	
			92,340 SY	FOR PLANNING

CURRENT FPD:	633,671 SY
CURRENT REQM'T:	219,182 SY
BALANCE:	414,489 SY

PERCENTAGE RATIO FOR SY BALANCE:

T-34 = 44% OF TOTAL SPACE REQUIREMENT

T-44 = 56% OF TOTAL SPACE REQUIREMENT

SY RATIO BASED UPON PERCENTAGE RATIO:

T-34 = 44% 414,489 SY = 182,375 SY

T-44 = 56% 414,489 SY = 232,114 SY

ADDITIONAL AIRCRAFT PARKING CAPACITY:

T-34 = 320 182,375 SY / 570 SY/P

T-44 = 255 232,114 SY / 910 SY/P

REAL WORLD PLANNING TO ACCOMMODATE A SURGE:

T-34 320 X 2 MINUS 1 = 639 PLANES

T-44 255 2 MINUS 1 = 509 PLANES

79 (c) HERRO

:ilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P 80, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	31	See WP: 33-H-19, p105-109
T-44	25	
	DC19	

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.

SEE ATTACHED SHEET

Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number hese aircraft that could be maintained at your installation based on availability of maintenance facilities e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	372	Based on NAVFAC P-80 *
T-44A	300	Based on NAVFAC P-80 *
	MOST accurate = (DC2, p74R)	
		(WP: 33-H-2, p107)

***Hangar capacity x 12 = maintenance capacity.**

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

Scheduled maintenance only, hangar space is limiter.

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).

ne

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	61	
T-44	38	

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.
SEE ATTACHED SHEET

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 , maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-34C	~~31~~ 372 *	~~Based on NAVFACINST 11010.44E~~ P-80
T-44A	~~19~~ 228 *	~~Based on NAVFACINST 11010.44E~~ P-80

* 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.
P-80 states for training aircraft multiply available hanger spaces by 12. 31x12 = 372 T-34C
19x12 = 228 T-44A
The "Real World" fact is that 57 T-44 and 71 T-34 aircraft are being maintained by a contractor in these same hangars.

8. Describe any maintenance backlogs that your installation currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g., supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

None

AIRCRAFT PARKING, MAINTENANCE AND SUPPLY

IRCRAFT PARKING REQUIREMENT - APPROXIMATION
EFERENCE: P-80
ATEGORY CODE: 113-20 AIRCRAFT PARKING
FPD: 633,671 SY

TYPE OF AIRCRAFT	QTY ON BOARD	REQM'T PER AIRCRAFT	U / M	TOTAL REQM'T PER TYPE AIRCRAFT	U / M	COMMENTS:
T-34	71	570	SY	40,470	SY	
T-44	57	910	SY	51,870	SY	
C-12	2	910	SY	1,820	SY	
A-4	2	1675	SY	3,350	SY	
P-3	8	3560	SY	28,480	SY	
C-23	1	1420	SY	1,420	SY	
FALCON	3	1575	SY	4,725	SY	
UH-1	3	1195	SY	3,585	SY	
UH-65A	3	1195	SY	3,585	SY	
UH-53E	24	3398	SY	81,552	SY	NOTES 1 & 2
		TOTAL:		220,857	SY	

NOTE 1: FUTURE REQUIREMENT FOR HM SQUADRONS.

NOTE 2: SY REQUIREMENT USED IN CONSIDERING AIRCRAFT PARKING

see; WP: 33-H-2, p99

80a

107/

33-H-19

AIRCRAFT PARKING, MAINTENANCE AND SUPPLY

ROJECTION OF THE NUMBER OF AIRCRAFT THAT CAN BE HOUSED IN EXISTING HANGAR SPACE:

HANGERS:	AREA:
51	33,309 SF
55	29,306 SF
56	42,400 SF
57	42,400 SF
58	43,732 SF

TOTAL: 191,147 SF / 9SF per SY - **21,238 SY**

PER NAVFAC P-80 THE FOLLOWING REQUIREMENTS FOR THE TWO TYPES OF TRAINING AIRCRAFT ARE:

T-34 requires 570 SY of space per aircraft
T-44 requires 910 SY of space per aircraft

There are 57 T-34's and 71 T-44's aboard the Station. That equates to a mix of 44% for T-34's and 56% for T-44's.

MIX OF AIRCRAFT HOUSED IN HANGARS:

21,238 x 44% = 9,344 SY / 570 SY (T-34) = **16 Aircraft**
21,238 x 56% = 11,894 SY / 910 SY (T-44) = **13 Aircraft**

PLAN TO ACCOMMODATE A SURGE: (nose to tail configuration)

T-34 16 Aircraft x 2 minus 1 = **31 Aircraft**
T-44 13 aircraft x 2 minus 1 = **25 Aircraft**

see: WP: 33-H-2, p 101

see DC2 Disrep42

80b

105

33-H-19

AIRCRAFT PARKING REQUIREMENT - APPROXIMATION

LANNING TO ACCOMMODATE A SURGE:
EFERENCE: P-80

TYPE OF AIRCRAFT	ON-BOARD QUANTITY	REQUIREMENT PER AIRCRAFT	TOTAL SY REQUIREMENT PER AIRCRAFT
T-34	71	570 SY	40,470 SY
T-44	57	910 SY	51,870 SY
		TOTAL:	92,340 SY

CURRENT FPD: 633,671 SY
CURRENT REQM'T: 220,857 SY

TOTAL: 412,814 SY

PERCENTAGE RATIO FOR MIX OF AIRCRAFT:

T-34 = 44%

T-44 = 56%

SY REQUIREMENT BASED UPON PERCENTAGE RATIO MIX OF AIRCRAFT:

T-34 = 44% of 412,814 SY = **181,638** SY

T-44 = 56% OF 412,814 SY = **231,176** SY

ADDITIONAL AIRCRAFT PARKING CAPACITY BY TYPE OF AIRCRAFT:

T-34 = 181,638 SY / 570 SY per aircraft = 318 Aircraft

T-44 = 231,176 SY / 910 SY per aircraft = 254 Aircraft

PLANNING TO ACCOMMODATE A SURGE:

T-34 = 318 Aircraft x 2 minus 1 = 635 Aircraft

T-44 = 254 Aircraft x 2 minus 1 = 507 Aircraft

see: 33-H-2, p103

80c

33-H-19

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-34	372	
T-44	300	Project II. CNATRA [illegible] change
		Sel: DC 19, p80R (WP: 33-H-19, p111)

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced. **Beach Aerospace Systems, Inc (BASI) performs all maintenance on the T34s and T44s. Very little space is used for parts storage, parts are delivered as needed. Therefore, 372 T34s and 300 T44s can be maintained.**

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

NOTE: Only TRAWING FOUR hangars are used in calculations. Half of one of those hangars is used by AIMD. Hangars 41 and 42 not included in this calculation since they are also scheduled for HM Squadrons. (16,828 SY)

Hangars 43, 44, 45 and 47 are assigned to Corpus Christi Army Depot (CCAD)

Hangar 46 is assigned Defense Logistic Agency (DLA)

NOTE: The above hangars could become available to the air station depending on mission changes with the tenant commands. Additional hangars space would then become available.

81 R 2Sep94

33-H-19

113

CLOSE HOLD

Facilities (cont.)

D Aircraft Parking, Maintenance, and Supply (cont.)

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-34	~~31~~ 372 *	Assumption: No more than one type aircraft housed in hangars at one time.
T-44	~~20~~ ~~19~~ 228*	

2 CHAPTER N7

Hangar space is limiter. See question #6.

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced. **See previous attached sheet which answered question D. 5.**

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

NOTE: Only the four TRAWING FOUR hangars used calculations. Another is used for AIMD and ' be turned over to the HM squadrons for their AIMD. Hangars 41 and 42 not included in this ulation. They are also scheduled for HM squadrons. (16,828 SY)

Hangars 43, 44, 45 and 47 are assigned to Corpus Christi Army Depot (CCAD)

Hangar 46 is assigned Defense Logistic Agency (DLA)

NOTE: The above hangars could become available to the air station depending on mission changes with the tenant commands. Additional hangars space would then become available.

00216 03May94 DC 19 NASCORPC

F es and Capabilities

[redacted] 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.

R Arnold NASCORPC OOF ga 13 Sep 94

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	# Total people housed
BEQ 1727 721-11 721-12	87	87	33 **
BEQ 1732 Perm Party	61	32	49
BEQ 1736 Perm Party	58	58	0 (under renovation)
BEQ 1739 Perm Party	94	47	79
BEQ 1746 Perm Party	368	184	147 (60 rooms need repair)
BOQ 1281 724-11 *	363	363	290 **
BOQ 1281 724-12 *	10	10	6 **

This information will be recalculated to reflect AOB (Avg daily usage) for officers, enlisted and civilians. Revised data will be forwarded ASAP.

HEARD CHIEF N 11 Arnold 12 MAY

* Includes all officers: permanent party, students (who are on PCS orders and treated as permanent party), and transients.

[redacted] * Yearly average.

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.

R Arnold NASCORPC OOF ga 13 Sep 94

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
BEQ 1727 721-11 721-12	87	87	33 **
BEQ 1732 Perm Party	85	85	85
BEQ 1736 Perm Party	58	58	58
BEQ 1739 Perm Party	94	47	94
BEQ 1746 Perm Party ~~111-11~~	368	184	368
BOQ 1281 * 724-11	363	363	363
BOQ 1281 * 724-12	10	10	10

R Arnold NASCORPC OOF ga 9 Aug 94

* Includes all officers: permanent party, students (who are on PCS orders and treated as permanent party), and transients.

[redacted] * Yearly average.

82 R (9 Aug 94)
R (13 Sep 94)

00216 10Aug94

Features and Capabilities

. HOUSING AND MESSING

1. Additional data on the BOQ's and BEQ's assigned to current plant account.

Facility Type, Bldg. # & Cat Code	Total No. Rooms	Total No. Adequate Rooms	Total No. Substandard Rooms	Total No. Inadequate Rooms
BEQ 1732 Perm Party	**32**	**32**	**0**	**0**
BEQ 1736 Perm Party	**58**	**58**	**0**	**0**
BEQ 1739 Perm Party	**47**	**47**	**0**	**0**
BEQ 1746 Perm Party	**184**	**184**	**0**	**0**
BOQ 1281 724-11	**363**	**363**	**0**	**0**
BOQ 1281 724-12	**10**	**10**	**0**	**0**

Additional data on the BOQ's and BEQ's projected to be assigned to plant account in FY 1997.

Facility Type, Bldg. # & Cat Code	Total No. Rooms	Total No. Adequate Rooms	Total No. Substandard Rooms	Total No. Inadequate Rooms
BEQ 1732 Perm Party	**85**	**85**	**0**	**0**
BEQ 1736 Perm Party	**58**	**58**	**0**	**0**
BEQ 1739 Perm Party	**47**	**47**	**0**	**0**
BEQ 1746 Perm Party	**184**	**184**	**0**	**0**
BOQ 1281 724-11	**363**	**363**	**0**	**0**
BOQ 1281 724-12	**10**	**10**	**0**	**0**

82 a R (9 Aug 94)

Features and Capabilities (cont.)

- Housing and Messing (cont.)

Provide data on the messing facilities assigned to your current plant account.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Galley 722-10 1260	26,403	486	Closed

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
Galley 722-10 1260	26,403	486	2000

*** Based on NAVFAC P-80 calculations. $235K (SP# RC23-94 + unknown dollars for galley equipment) to upgrade the 1959 building and bring it current with industry standard equipment. For planning purposes you would consider 18 minutes eating time per person. If your capacity is for 2000 PN per meal then that equals a requirement of 400 seats per meal. 486 is actually available in the building.**

R

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	226	226	226	226	226	226	226
BEQ	350	350	350	350	350	350	350
On-Base Housing	18	21	27	39	39	39	39
Off-Base Housing	*	*	*	*	*	*	*
Messing	3400	3400	3400	3400	3400	3400	3400

*** No government owned housing off-base.**

Features and Capabilities (cont.)

A Housing and Messing (cont.)

Provide data on the messing facilities assigned to your current plant account.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Galley 722-10 1260	26,403	486	Closed

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
Galley 722-10 1260	26,403	486	2000

*** Based on NAVFAC P-80 calculations. $400K will modernize the 1959 building and bring it current with industry standard equipment.**

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	226	226	226	226	226	226	226
BEQ	350	350	350	350	350	350	350
On-Base Housing	18	21	27	39	39	39	39
Off-Base Housing	*	*	*	*	*	*	*
Messing	3400	3400	3400	3400	3400	3400	3400

*** No government owned housing off-base.**

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

)Q: (Available - Permanent and Student rooms)* .3 + Permanent and Student rooms = entry.
(373 - 162) * .3 + 162 = 226
BEQ: Available - Permanent = entry.
605 - 255 = 350
On-base Housing: Current Student units + 3% of projected construction each FY.
18 + 3 + 6 + 12 + 0 + 0 + 0
Messing: Galley capacity + Bay Club capacity + Recreation Center capacity + on station fast food capacity = entry.
2000 + 600 + 450 + 350 = 3400

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission. **No constraints. Sufficient government owned land exists to construct BOQ, BEQ, and Family Housing units and to increase the feeding capacity.**

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

11000
Ser 00R/733
30 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 NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Corpus Christi

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

C. R. GIMBEL
By direction

WC

Command: NAS Corpus Christi

Data Call Number Nineteen Revisions
(Pages 4, 6, 8, 9, 14, 21-24, 26, 31, 32, 42, 45, 51, 59, 63, 66, 68, 70, 79, 80, 80a-80c, 81, and 83)

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

Signature

Acting
Title

9/30/94
Date

CNET
Activity

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

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

P.W. DRENNON
NAME

Signature

Acting
Title

12 OCT 1994
Date

Encl (1)

This certification for NAS Corpus Christi UIC 00216 BRAC-95, replacement pages 4, 6, 8, 9, 14, 21, 22, 23, 24, 26, 31, 32, 42, 45, 51, 59, 63, 66, 68, 70, 79, 80, 81 and 83 for Data Call NINETEEN

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

Signature

COMMANDER
Title

Date 9/2/94

Training Air Wing FOUR
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)

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

Signature

Chief of Naval Air Training
Title

Date 13 SEP 94

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 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

This certification for UIC 00216 BRAC-95, replacement pages 4, 6, 8, 9, 14, 21, 22, 23, 24, 26, 31, 32, 42, 45, 51, 59, 63, 66, 68, 70, 79, 80, 81 and 83 for Data Call NINETEEN

F. W. MONTESANO, CAPT, USN
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

9-2-94
Date

Naval Air Station, Corpus Christi
Activity

Command: **NAS Corpus Christi**

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	T L McClelland
NAME	Signature
Acting	13 MAY '94
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	J B Greene Jr.
NAME	Signature
Acting	27 May 1994
Title	Date

This certification for UIC 00216 BRAC-95, Data call NINETEEN

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

Signature

COMMANDER
Title

04MAY94
Date

Training Air Wing FOUR
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)

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

Signature

Chief of Naval Air Training
Title

9MAY94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

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

This certification for UIC 00216 BRAC-95, Data call NINETEEN

R. F. FALKENSTEIN II, CDR, USN
NAME (Please type or print)

Signature

COMMANDING OFFICER, ACTING
Title

04 MAY 94
Date

Naval Air Station, Corpus Christi
Activity

Command: NAS Corpus Christi

Data Call Number Nineteen (Revision)

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

18 MAY 94
Date

CNET
Activity

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

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

J. B. Greene, Jr.
NAME

Signature

Acting
Title

27 May 1994
Date

BRAC-95 DATA CALL 19
NAS CORPUS CHRISTI - UIC 00216

REVISIONS OF 5/12/94, PAGES 19 & 20

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)

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 CORPUS CHRISTI**

Data Call Number Nineteen Revisions
(Pages 4)

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

CNET
Title

6/10/94
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

6/20/94
Date

WC

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, RADM, USN~~
NAME (Please type or print)

Signature

Chief of Naval Air Training (ACTING)
Title

Date 7 JUN 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

225

Command: NAS Corpus Christi

Data Call Number Nineteen Revisions
(Pages 82 and 82a)

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

This certification for NAS Corpus Christi UIC 00216 BRAC-95, additional page 82a and replacement page 82 for Data Call NINETEEN

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

Signature

COMMANDER
Title

11 AUG 94
Date

Training Air Wing FOUR
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)

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

Signature

Chief of Naval Air Training (ACTING)
Title

15 AUG 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.

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 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

This certification for UIC 00216 BRAC-95, additional page 82a and replacement page 82 for Data Call NINETEEN

F. W. MONTESANO, CAPT, USN
NAME (Please type or print)

Signature

COMMANDING OFFICER
Title

10 A 06 94
Date

Naval Air Station, Corpus Christi
Activity

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

11000
Ser 00R/655
09 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 NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Page - NAS Corpus Christi

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 (1) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Corpus Christi

Data Call Number Nineteen Revision
(Page 29)

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 Tobin
Signature

Acting
Title

05 SEP 1994
Date

CNET
Activity

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

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

J. B. GREENE, JR.
NAME

JB Greene Jr.
Signature

ACTING
Title

14 SEP 1994
Date

This certification for NAS Corpus Christi UIC 00216 BRAC-95, replacement page 29 for Data Call NINETEEN (STATION REVISION OF 8/29/94)

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

29 AUG 94
Date

Training Air Wing FOUR
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)

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

WBHayden
Signature

CHIEF OF NAVAL AIR TRAINING
Title

1 SEP 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.

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 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

This certification for UIC 00216 BRAC-95, replacement page 29 for Data Call NINETEEN

F. W. MONTESANO, CAPT, USN
NAME (Please type or print)

Frank Montesano
Signature

COMMANDING OFFICER
Title

29 AUG 94
Date

Naval Air Station, Corpus Christi
Activity

Command: NAS Corpus Christi

Data Call Number Nineteen Revisions
(Pages 22 and 82)

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

PETobin
Signature

Acting
Title

10/12/94
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

WAEarner
Signature

Title

10/21/94
Date

This certification for NAS Corpus Christi UIC 00216 BRAC-95, replacement pages 22 and 82 for Data Call NINETEEN (STATION REVISIONS OF 9/7/94 & 9/13/94)

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

15 SEP 94
Date

Training Air Wing FOUR
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)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 SEP 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.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Encl 21

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

This certification for UIC 00216 BRAC-95, replacement pages 22 and 82 for Data Call NINETEEN

F. W. MONTESANO, CAPT, USN
NAME (Please type or print)

Frank Montesano
Signature

COMMANDING OFFICER
Title

15 Sep 94
Date

Naval Air Station, Corpus Christi
Activity

Encl (3)