DCN 529

99

20 August, 1994

CAPACITY DATA CALL
for
NAVAL WEAPONS STATIONS,
NAVAL MAGAZINES,
and
STRATEGIC MISSILE FACILITIES

NAVMAG
Lualualei

Questions for the Major Owner / Operator

Category	Industrial Activities
Sub-category ...	Naval Weapons Stations, Naval Magazines, and Strategic Missile Facilities
Claimants	COMNAVSEASYSCOM - Naval Weapon Stations CINCPACFLT - Naval Magazines (on U.S. territory) DIRSSP - Strategic Missile Facilities

The Major Owner/Operator questions will be answered by the Major Claimant/Systems Commander.

Naval Weapons Stations, Magazines, and Strategic Weapons Facilities
Capacity Data Call Notes:

1. Base your responses for FY 1994 and previous years on executed workload, and for FY 1995 and subsequent years on workload as programmed. Unless otherwise specified, use workload mixes as programmed. In estimating projected workload capabilities, use the Activity's configuration as of completion of implementation of the BRAC-88/91/93 actions.

2. Report Direct Labor Man Hours (DLMHs) in thousands of Man Hours, to the nearest tenth, e.g. 32.2 K DLMHs. Use single shift operations (1-8-5) as the basis for your calculations. Report in specified units of throughput and Direct Labor Man Hours (DLMHs). Please identify any processes which, under normal operations, operate on a different schedule.

3. Utilize the tables provided to answer each question. Answer the questions for all of the commodity groups that are applicable to your activity.

4. For purposes of this Data Call, Depot maintenance is regarded as the maintenance performed on material that requires major overhaul or a complete rebuild of parts, assemblies, subassemblies, and end items, including the manufacture of parts, modifications, testing, and reclamation, as required. Depot maintenance serves to support lower categories of maintenance. Depot maintenance provides stocks of serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities. Depot or indirect maintenance functions are identified by the type of equipment maintained or repaired.

If any responses are classified, so annotate that question and attach a separate classified annex.

For purposes of this Data Call, Ordnance is grouped as follows:

ORDNANCE COMMODITY TYPES

Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched Threat	CADS/PADS	LOE: Gun Ammo (20mm-16")
Surface Launched Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
Other Threat	Tactical Nuclear	LOE: Pyro/Demo Grenades/Mortars/Projectiles

Notes:

For question 7, identify all depot and/or industrial workload performed by these activities in any of the following commodity categories.

JCSG-DM: Maintenance and Industrial Activities

Commodity Groups List

1. Aircraft Airframes:
   - Rotary
   - VSTOL
   - Fixed Wing
     - Transport / Tanker / Bomber / Command and Control
     - Light Combat
     - Admin / Training
   - Other

2. Aircraft Components
   - Dynamic Components
   - Aircraft Structures
   - Hydraulic/Pneumatic
   - Instruments
   - Landing Gear
   - Aviation Ordnance
   - Avionics/Electronics
   - APUs
   - Other

3. Engines (Gas Turbine)
   - Aircraft
   - Ship
   - Tank
   - Blades / Vanes (Type 2)

4. **Missiles and Missile Components**
   - Strategic
   - Tactical / MLRS

5. Amphibians
   - Vehicles
   - Components (less GTE)

6. Ground Combat Vehicles
   - Self-propelled
   - Tanks
   - Towed Combat Vehicles

7. Ground and Shipboard Communications and Electronic Equipment
   - Radar
   - Radio Communications
   - Wire Communications
   - Electronic Warfare
   - Navigational Aids
   - Electro-Optics / Night Vision
   - Satellite Control / Space Sensors

8. Automotive / Construction Equipment

9. Tactical Vehicles
   - Tactical Automotive Vehicles
   - Components

10. **Ground General Purpose Items**
    - **Ground Support Eqpmt** (except aircraft)
    - **Small Arms / Personal Weapons**
    - **Munitions / Ordnance**
    - Ground Generators
    - **Other**

11. **Sea Systems**
    - Ships
    - Weapons Systems

12. Software
    - Tactical Systems
    - Support Equipment

13. Special Interest Items
    - Bearings Refurbishment
    - Calibration (Type I)
    - TMDE

14. **Other**

CAPACITY DATA CALL

NAVWPNSTAs, NAVMAGs, and STRATEGIC MISSILE FACILITIES

Questions for the Major Owner / Operator:

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Table of Acronyms

ACE	Acquisition Cost of Equipment
AICUZ	Air Installations Compatibility Use Zone
Ammo	Ammunition
CADs	Cartridge Actuated Devices
CAL	Caliber
CIA	Controlled Industrial Area
CCN	Category Code Number
CHT	Collection, Holding and Transfer
CPV	Current Plant Value
Demo	Demonstration
DLMH	Direct Labor Man Hours
DM	Depot Maintenance
ESQD	Explosive Safety Quantity Distance
FMS	Foreign Military Sales
FY	Fiscal Year
GPB	General Purpose Bombs
GPD	Gallons Per Day
HE	High Explosive
HERF	Hazardous Electronic Radiation -Fuel
HERP	Hazardous Electronic Radiation -Personnel
HERO	Hazardous Electronic Radiation -Ordnance
IM	Intermediate Maintenance
IPE	Industrial Plant Equipment
ISE	In Service Engineering
JCSG-DM	Joint Cross Service Group - Depot Maintenance
KSF	Thousands of Square Feet
KVA	Kilo Volt-Ampere
LOE	Level Of Effort
LSOR	Last Source of Repair
MILCON	Military Construction
MLLW	Mean Low Low Water
MM	Milimeter
MRP	Maintenance of Real Property
NAVMAG	Naval Magazine
NEW	Net Explosive Weight
OOS	Out Of Service
ORD	Ordnance
ORDCEN	Ordnance Center
PACDIV	Pacific Division
PADs	Propellant Actuated Devices
PHS&T	Packaging, Handling, Storage & Transportation
PSI	Pounds Per Square Inch
Pyro	Pyrotechnics
RSSI	Receipt, Segregation, Stowage and Issue
SF	Square Feet
SMCA	Single Manager Conventional Ammunition
SOP	Standard Operating Procedures
Sub	Subsurface
Surf	Surface
SWF	Strategic Weapons Facility
UIC	Unit Identification Code
VERTREP	Vertical Replenishment
WPNSTA	Weapons Station

Identification: _____

CAPACITY DATA CALL

NAVWPNSTAs, NAVMAGs, and STRATEGIC MISSILE FACILITIES

Questions for the Major Owner / Operator (Headquarters):

Major Owner / Operator Short Title: NAVMAG LUALUALEI

Major Owner / Operator Primary UIC: 68297
(Use this number as Identification at the top of each page.)

Features and Capabilities

1. Total Inventory

1.1 Provide the present inventories and the maximum rated capacities of all weapons storage locations within your claimancy. Present and Predicted Inventories' SF should report only that necessary to accommodate those inventories. The Maximum Rated SF values will indicate total square footage available.

Table 1.1: Total Inventory Capability

Category of Facility	PRESENT INVENTORY		PREDICTED INVENTORY (FY 2001)		MAX RATED	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
Weapons Stations						
Afloat Units						*
NATO						
SMCA						
Naval Magazines	26200	726464	26200	726464	61182	1557430
Strategic Missile Facilities						
Other Fleet Activities						
Marine Corps						
Pipeline						
TOTAL	26200	726464	26200	726464	61182	1557430

Identification: _____

* Provide shore storage equivalency.

Identification: _____

Features and Capabilities

2. Activity Breakout

2.1 For each category of facility for which you identified input in Table 1.1, identify below the Activities which comprise your response and their individual characteristics.

Table 2.1: Activity Breakout by Category

Activities within each Category	PRESENT INVENTORY		PREDICTED INVENTORY (FY 2001)		MAX RATED	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
WPNSTAs:						
Afloat Units:						
NATO:						
SMCA:						
Naval Magazines:	26200	726464	26200	726464	39802	1129830
Strategic Missile Facilities:						
Other Fleet Activities:						
Marine Corps:						
Pipeline:						

Identification: _____

Features and Capabilities

3. Storage Requirements

3.1 What is your total current Weapons Storage Requirement in Tons and Square Footage? Subtotal by category, consistent with Table 1.1.

Table 3.1: Storage Requirement

Category	Tons	Square Feet
Weapons Stations:		
Afloat Units:		
NATO:		
SMCA:		
Naval Magazines:	12190	258200
Strategic Missile Facilities:		
Other Fleet Activities:		
Marine Corps:		
Pipeline		

NOTE: REQUIREMENT FIGURES REFLECT ONLY NAVY STORAGE REQUIREMENTS. STORAGE REQUIREMENTS FOR SUPPORTED ARMY AND COAST GUARD ACTIVITIES ON OAHU ARE NOT INCLUDED.

Identification: _____

Features and Capabilities

3. Storage Requirements, continued

3.2 What is your total Weapons Storage Requirement by ordnance commodity type in Tons and Square Footage?

Table 3.2: Storage Requirements

Ordnance Commodity Type	Tons	Square Feet
Mines	243.8	2210
Torpedoes	1122.5	89852
Air Launched Threat	273	12535
Surface Launched Threat	491.6	10861
Other Threat (specify) TOMAHAWK	462.5	33378
Expendables	270.2	4883
INERT	___	___
CADS / PADS	2.0	26
Strategic Nuclear	___	___
Tactical Nuclear	___	___
LOE: Rockets	615	8790
LOE: Bombs	3567.3	30612
LOE: Gun Ammo (20mm-16")	3464.8	38938
LOE: Small Arms (up to 50 cal)	593.9	4744
LOE: Pyro / Demo	714.9	16400
Grenades / Mortars / Projectiles	374.2	4738
Other (specify) MISC	24.3	232

Identification: _____

Features and Capabilities

4. Conversion Factors

4.1 List below the conversion factors used for each type of ordnance.

Table 4.1: Conversion Factors

ORDNANCE TYPE	CONVERSION FACTORS	
	UNITS to SQ FT	SQ FT to TONS
Mines	17.36111	.09268
Torpedoes	170.42822	.20263
Air Launched Threat	35.76617	.09034
Surface Launched Threat	47.10167	.88288
Other Threat (specify) TOMAHAWK	157.90375	.03415
Expendables	1.09318	1.45937
INERT	——	——
CADS / PADS	.01165	3.07361
Strategic Nuclear	NA	NA
Tactical Nuclear	NA	NA
LOE: Rockets	.47953	1.65058
LOE: Bombs	2.01629	1.51805
LOE: Gun Ammo (20mm-16")	.11527	1.27261
LOE: Small Arms (up to 50 cal)	.00086	6.45635
LOE: Pyro / Demo	.07918	17.02748
Grenades / Mortars / Projectiles	.74387	41.62245
Other (specify)	.04939	.23581

Identification: _____

Features and Capabilities, continued

5. Interservicing Candidates

5.1 Specify all depot and/or industrial workload programs performed by any activity within this category that are possible candidates for interservicing, *both* in to and out from the activity. Provide detailed supporting data for your recommendations.

N/A

SBM
N411H
19SEP94

6. Organization

6.1 Can the depot/industrial level workload be transferred to other sources such as other Navy activities, interservice to other DoD entities, or outsourced to commercial activities? Identify all applicable considerations to your recommendations.

N/A

SBM
N411H
19SEP94

Identification: _____

6. Organization, continued

6.2 Identify the funding levels for each type of ordnance workload performed, for the Fiscal Years requested. Break out by appropriation type, including non-DON workload.

Table 6.2: Ordnance Program Funding

Program Element	FY	Appropriation ($ K)				
		OMN	WPN	OPN	Other DON (specify)	Non-DON (specify)
MAINTENANCE & TESTING	1993	NA	HARPOON	NA	5k (2)	NA
	1994	NA	HARPOON	NA	10K(2)	NA
MAINTENANCE & TESTING	1993	NA	MK46 TORPEDO	NA	409K(3)	39K(4)
	1994	NA	MK46 TORPEDO	NA	279K(3)	39K(4)
Maintenance & Testing	1993	NA	MK48 TORPEDO	NA	3300K(5)	NA
	1994	NA	MK48 TORPEDO	NA	3500K(5)	NA
MAINTENANCE & TESTING	1993	NA	TOMAHAWK	NA	60K(1)	NA
	1994	NA	TOMAHAWK	NA	36K(1)	NA
In-Service Engineering & MANUFACTURING	1993	NA	NA	NA	NA	NA
	1994	NA	NA	NA	NA	NA
Technical Support	1993	NA	NA	NA	NA	NA
	1994	NA	NA	NA	NA	NA
Totals:	1993	NA	NA	NA	3774K	39K
	1994	NA	NA	NA	3815K	39K

(1) FUNDS FROM CRUISE MISSILE PROJECT, WASHINGTON DC
(2) FUNDS FROM NAVAIR
(3) FUNDS FROM NAVSEAC PMO 406
(4) FUNDS FROM FOLLOWING COUNTRIES FOR FMS WORK: SOUTH KOREA 15K
JAPAN 16K

Identification: _____

AUSTRALIA 8K

(5) FUNDS FROM NAVSEA, PEO 402: 3300.009K FOR FY93
3524.088K FOR FY94

Identification: _____

AS NAVMAG LUALUALEI IS AN ORGANIZATION THAT USES A CONTRACTOR TO MOVE/STOW ITS ORDNANCE, THE FOLLOWING APPLIES:

	FY 93	FY94
CONTRACT PRICE	6806.05334K	6940.78944K
OMN	2994.66348K	3053.94736K
OUTLOAD (16%)	1088.96854K	1110.52631K
STOWAGE (28%)	1905.69494K	1943.42105K
SEGREGATION(10%)	680.60533K	694.07895K
DISPOSAL (4%)	272.24214K	277.63158K
QA (8%)	544.48427K	555.26316K
TOTAL	4491.99522K	4580.92105K

Features and Capabilities, continued

7. Core Requirements

7.1 Given the current programmed configuration and operation for these activities, provide the projected Core Workload, Directed workload, Core "Plus" Workload, and Workload required to be retained to meet the Secretary of the Navy's Title 10 responsibilities. Within each Fiscal Year (FY) requested, provide your response in Units of throughput (where applicable) and Direct Labor Man Hours (DLMHs) for the categories in the following Tables. Core workload includes all Core work performed for other Military Departments (please specify such work within each commodity category).

. Core workload calculations are to be performed in accordance with the Office of the Under Secretary of Defense (Logistics) (OUSD(L)) Memorandum dated 15 November 1993 (subject: "Policy for Maintaining Core Depot Maintenance Capability").

. Directed workload includes: Foreign Military Sales (FMS); Low Quantity Non-Core; Low Quantity Above Core; Best Value; Engineering Support; and Last Source of Repair. Directed workload is tabulated in Section 7.2, following.

. Core-Plus workload is the sum of Core workload and Directed workload.

. Title 10 workload is that portion of Core workload that must be retained within the Department of the Navy in order to meet the Secretary of the Navy's Title 10 responsibilities.

Table 7.1.a: **Workload Requirements FY 1993**

FY 1993	Core Workload (DLMHs)			
Commodity Type	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload

Identification: _____

Ordnance				
MK 46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Identification: _____

7. Core Requirements, continued

Table 7.1.b: **Workload Requirements FY 1994**

FY 1994 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance				
MK 46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Table 7.1.c: **Workload Requirements FY 1995**

FY 1995 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance				
MK46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Identification: _____

7. Core Requirements, continued

Table 7.1.d: **Workload Requirements FY 1996**

FY 1996 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance				
MK 46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Table 7.1.e: **Workload Requirements FY 1997**

FY 1997 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance				
MK 46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Identification: _____

7. Core Requirements, continued

Table 7.1.f: **Workload Requirements FY 1998**

FY 1998 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance				
MK 46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Table 7.1.g: **Workload Requirements FY 1999**

FY 1999 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance				
MK 46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Identification: _____

7. Core Requirements, continued

Table 7.1.h: **Workload Requirements FY 2000**

FY 2000 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance				
MK 46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Table 7.1.i: **Workload Requirements FY 2001**

FY 2001 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance				
MK 46 TORPEDO	NA	430	430	NA
Total:	NA	430	430	NA

Identification: _____

7. Core Requirements, continued

7.2 Given the current programmed configuration and operation of these activities, provide the projected Directed Workload. Within each Fiscal Year (FY) requested, provide your response in units throughput (where available) and Direct Labor Man Hours (DLMHs) for the categories requested.

. Foreign Military Sales (FMS) include airframe, engine and component maintenance and manufacturing support.

. Modifications (Mods) include *only those modifications* performed concurrently with scheduled depot level work packages constituting Core workload.

. Low Quantity Non-Core (LQNC) is that Non-Core workload with insufficient programmed quantity for competition. This category also includes above threshold Core workload for weapons systems which have a total projected workload greater than the computed core quantity (above core workload).

. Best Value (BV) includes items that have been offered for maintenance under competitive rules and no offerer has provided a bid that is equal to or better than the value provided by a current organic source.

. Engineering Support (Engr) consists of Engineering Support to field, modify, operate, and maintain weapon systems (i.e. RCM analysis, defining maintenance intervals, developing maintenance concepts, modification management, industrial support, investigations, bulletins and flight safety, and environmental issues).

. Last Source of Repair (LSOR) comprises Non-Core workload which has been offered for maintenance under competitive rules and no offerer has provided a bid, and for which a workload requirement exists and the organic depot is the only remaining source of repair.

Identification: _____

7. Core Requirements, continued

Table 7.2.a: Directed Workloads – FY 1993

FY 1993 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 1993 Total:	42						42

Table 7.2.b: Directed Workloads – FY 1994

FY 1994 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 1994 Total:	42	NA	NA	NA	NA	NA	42

Identification: _____

7. Core Requirements, continued

Table 7.2.c: Directed Workloads – FY 1995

FY 1995 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 1995 Total:	42	NA	NA	NA	NA	NA	42

Table 7.2.d: Directed Workloads – FY 1996

FY 1996 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 1996 Total:	42	NA	NA	NA	NA	NA	42

Identification: _____

7. Core Requirements, continued

Table 7.2.e: Directed Workloads – FY 1997

FY 1997 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 1997 Total:	42	NA	NA	NA	NA	NA	42

Table 7.2.f: Directed Workloads – FY 1998

FY 1998 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 1998 Total:	42	NA	NA	NA	NA	NA	42

Identification: _____

7. Core Requirements, continued

Table 7.2.g: Directed Workloads – FY 1999

FY 1999 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 1999 Total:	42	NA	NA	NA	NA	NA	42

Table 7.2.h: Directed Workloads – FY 2000

FY 2000 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 2000 Total:	42	NA	NA	NA	NA	NA	42

Identification: _____

7. Core Requirements, continued

Table 7.2.i: Directed Workloads - FY 2001

FY 2001 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance							
MK 46 TORPEDO	42	NA	NA	NA	NA	NA	42
FY 2001 Total:	42	NA	NA	NA	NA	NA	42

UNITS THROUGHPUT AND DLMH FOR 1993 AND 1994 ARE ACTUAL. UNITS THROUGHPUT AND DLMH FOR 1995 AND OUT ARE ESTIMATES BASED ON THE THE FOLLOWING ASSUMPTIONS:

ONE TRIP/YEAR FOR RAAF/10 MK 46 TORPEDOS.
ONE TRIP/YEAF FOR RAN 8 KN 46 TORPEDOS.
ONE TRIP/YEAR FOR JMSDF/20 MK46 TORPEDOS.
ONE TRIP/YEAR FOR RIK NAVY/4 MK 46 TORPEDOS.

NO FMS FOR MK 48 HEAVYWEIGHT TORPEDO.
NO FMS FOR STANDARD OR TOMAHAWK MISSILES.

Identification: _____

Activity Listing

Type	Title	Location
WPNSTA	NAVWPNSTA EARLE	Colts Neck, NJ
WPNSTA	NAVWPNSTA YORKTOWN	Yorktown, VA
WPNSTA	NAVWPNSTA CHARLESTON	Charleston, SC
WPNSTA	NAVWPNSTA CONCORD	Concord, CA
WPNSTA	NAVORDCEN PACDIV DET FALLBROOK	Fallbrook, CA
WPNSTA	NAVORDCEN PACDIV DET PORT HADLOCK	Port Hadlock, WA
WPNSTA	NAVWPNSTA SEAL BEACH	Seal Beach, CA
NAVMAG	NAVMAG GUAM	Guam
NAVMAG	NAVMAG LUALUALEI	Waianae, HI
MISSILE FACILITY	NOTU	Cape Canaveral, FL
MISSILE FACILITY	SWFLANT	Kings Bay, GA
MISSILE FACILITY	SWFPAC	Silverdale, WA

Headquarters Listing:

For Type:	Title:
WEAPONS STATIONS	Commander, Naval Sea Systems Command
NAVAL MAGAZINES	Commander in Chief, U.S. Pacific Fleet
STRATEGIC MISSILE FACILITIES	Director, Strategic Systems Projects Office

Identification: _____

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

_____	_____
NAME (Please type or print)	Signature
_____	_____
Title	Date
_____	
Activity	

BRAC-95 CERTIFICATION DATA CALL TWENTY-FIVE

HEADQUARTERS SECTION, NAVMAG LUALUALEI

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME (Please type or print)

Signature

Commander In Chief
Title

9 SEP 94
Date

U. S. Pacific Fleet
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 (Please type or print)

Signature

Title

9/23/94
Date

Identification: _____

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.

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

CDR. A. T. HAMMOND, USN NAME (Please type or print)	Signature
CONVENTIONAL ORDNANCE OFFICER Title	22 AUG 94 Date
CINCPACFLT PEARL HARBOR HAWAII 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

Identification: _____

_____ _____

Title Date

Identification: _____

BRAC-95 CERTIFICATION

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

_____	_____
NAME (Please type or print)	Signature
_____	_____
Title	Date
_____	
Division	
_____	
Department	
_____	
Activity	

Enclosure (2)

Document Separator

BRAC-95 CERTIFICATION DATA CALL TWENTY-FIVE

HEADQUARTERS SECTION, NAVMAG GUAM

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

MAJOR CLAIMANT LEVEL

R. J. ZLATOPER
NAME (Please type or print)

Signature

Commander In Chief
Title

7 SEP 94
Date

U. S. Pacific Fleet
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 (Please type or print)

Signature

Title

9/23/94
Date

20 August, 1994

CAPACITY DATA CALL
for
NAVAL WEAPONS STATIONS,
NAVAL MAGAZINES,
and
STRATEGIC MISSILE FACILITIES

Questions for the Major Owner / Operator

Category	Industrial Activities
Sub-category ...	Naval Weapons Stations, Naval Magazines, and Strategic Missile Facilities
Claimants	COMNAVSEASYSCOM - Naval Weapon Stations CINCPACFLT - Naval Magazines (on U.S. territory) DIRSSP - Strategic Missile Facilities

The Major Owner/Operator questions will be answered by the Major Claimant/Systems Commander.

Naval Weapons Stations, Magazines, and Strategic Weapons Facilities
Capacity Data Call Notes:

1. Base your responses for FY 1994 and previous years on executed workload, and for FY 1995 and subsequent years on workload as programmed. Unless otherwise specified, use workload mixes as programmed. In estimating projected workload capabilities, use the Activity's configuration as of completion of implementation of the BRAC-88/91/93 actions.

2. Report Direct Labor Man Hours (DLMHs) in thousands of Man Hours, to the nearest tenth, e.g. 32.2 K DLMHs. Use single shift operations (1-8-5) as the basis for your calculations. Report in specified units of throughput and Direct Labor Man Hours (DLMHs). Please identify any processes which, under normal operations, operate on a different schedule.

3. Utilize the tables provided to answer each question. Answer the questions for all of the commodity groups that are applicable to your activity.

4. For purposes of this Data Call, Depot maintenance is regarded as the maintenance performed on material that requires major overhaul or a complete rebuild of parts, assemblies, subassemblies, and end items, including the manufacture of parts, modifications, testing, and reclamation, as required. Depot maintenance serves to support lower categories of maintenance. Depot maintenance provides stocks of serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities. Depot or indirect maintenance functions are identified by the type of equipment maintained or repaired.

If any responses are classified, so annotate that question and attach a separate classified annex.

For purposes of this Data Call, Ordnance is grouped as follows:

ORDNANCE COMMODITY TYPES		
Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched Threat	CADS/PADS	LOE: Gun Ammo (20mm-16")
Surface Launched Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
	Tactical Nuclear	LOE: Pyro/Demo
Other Threat		Grenades/Mortars/Projectiles

Notes:

For question 7, identify all depot and/or industrial workload performed by these activities in any of the following commodity categories.

JCSG-DM: Maintenance and Industrial Activities

Commodity Groups List

1. Aircraft Airframes:
   - Rotary
   - VSTOL
   - Fixed Wing
     - Transport / Tanker / Bomber / Command and Control
     - Light Combat
     - Admin / Training
   - Other

2. Aircraft Components
   - Dynamic Components
   - Aircraft Structures
   - Hydraulic/Pneumatic
   - Instruments
   - Landing Gear
   - Aviation Ordnance
   - Avionics/Electronics
   - APUs
   - Other

3. Engines (Gas Turbine)
   - Aircraft
   - Ship
   - Tank
   - Blades / Vanes (Type 2)

4. **Missiles and Missile Components**
   - Strategic
   - Tactical / MLRS

5. Amphibians
   - Vehicles
   - Components (less GTE)

6. Ground Combat Vehicles
   - Self-propelled
   - Tanks
   - Towed Combat Vehicles

7. Ground and Shipboard Communications and Electronic Equipment
   - Radar
   - Radio Communications
   - Wire Communications
   - Electronic Warfare
   - Navigational Aids
   - Electro-Optics / Night Vision
   - Satellite Control / Space Sensors

8. Automotive / Construction Equipment

9. Tactical Vehicles
   - Tactical Automotive Vehicles
   - Components

10. **Ground General Purpose Items**
    - **Ground Support Eqpmt** (except aircraft)
    - **Small Arms / Personal Weapons**
    - **Munitions / Ordnance**
    - Ground Generators
    - **Other**

11. **Sea Systems**
    - Ships
    - Weapons Systems

12. Software
    - Tactical Systems
    - Support Equipment

13. Special Interest Items
    - Bearings Refurbishment
    - Calibration (Type I)
    - TMDE

14. **Other**

CAPACITY DATA CALL

NAVWPNSTAs, NAVMAGs, and STRATEGIC MISSILE FACILITIES

Questions for the Major Owner / Operator:

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Table of Acronyms

ACE	Acquisition Cost of Equipment
AICUZ	Air Installations Compatibility Use Zone
Ammo	Ammunition
CADs	Cartridge Actuated Devices
CAL	Caliber
CIA	Controlled Industrial Area
CCN	Category Code Number
CHT	Collection, Holding and Transfer
CPV	Current Plant Value
Demo	Demonstration
DLMH	Direct Labor Man Hours
DM	Depot Maintenance
ESQD	Explosive Safety Quantity Distance
FMS	Foreign Military Sales
FY	Fiscal Year
GPB	General Purpose Bombs
GPD	Gallons Per Day
HE	High Explosive
HERF	Hazardous Electronic Radiation -Fuel
HERP	Hazardous Electronic Radiation -Personnel
HERO	Hazardous Electronic Radiation -Ordnance
IM	Intermediate Maintenance
IPE	Industrial Plant Equipment
ISE	In Service Engineering
JCSG-DM	Joint Cross Service Group - Depot Maintenance
KSF	Thousands of Square Feet
KVA	Kilo Volt-Ampere
LOE	Level Of Effort
LSOR	Last Source of Repair
MILCON	Military Construction
MLLW	Mean Low Low Water
MM	Milimeter
MRP	Maintenance of Real Property
NAVMAG	Naval Magazine
NEW	Net Explosive Weight
OOS	Out Of Service
ORD	Ordnance
ORDCEN	Ordnance Center
PACDIV	Pacific Division
PADs	Propellant Actuated Devices
PHS&T	Packaging, Handling, Storage & Transportation
PSI	Pounds Per Square Inch
Pyro	Pyrotechnics
RSSI	Receipt, Segregation, Stowage and Issue
SF	Square Feet
SMCA	Single Manager Conventional Ammunition
SOP	Standard Operating Procedures
Sub	Subsurface
Surf	Surface
SWF	Strategic Weapons Facility
UIC	Unit Identification Code
VERTREP	Vertical Replenishment
WPNSTA	Weapons Station

Identification: _____

CAPACITY DATA CALL

NAVWPNSTAs, NAVMAGs, and STRATEGIC MISSILE FACILITIES

Questions for the Major Owner / Operator (Headquarters):

Major Owner / Operator Short Title: NAVMAG GUAM

Major Owner / Operator Primary UIC: 60872
(Use this number as Identification at the top of each page.)

Features and Capabilities

1. Total Inventory

1.1 Provide the present inventories and the maximum rated capacities of all weapons storage locations within your claimancy. Present and Predicted Inventories' SF should report only that necessary to accommodate those inventories. The Maximum Rated SF values will indicate total square footage available.

Table 1.1: Total Inventory Capability

Category of Facility	PRESENT INVENTORY		PREDICTED INVENTORY (FY 2001)		MAX RATED	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
Weapons Stations						
Afloat Units						*
NATO						
SMCA						
Naval Magazines	52409	298699	78214	459202	492474	942667
Strategic Missile Facilities						
Other Fleet Activities						
Marine Corps						
Pipeline						
TOTAL	52409	298699	78214	459202	492474	942667

* Provide shore storage equivalency.

Identification: _____

Features and Capabilities

2. Activity Breakout

2.1 For each category of facility for which you identified input in Table 1.1, identify below the Activities which comprise your response and their individual characteristics.

Table 2.1: Activity Breakout by Category

Activities within each Category	PRESENT INVENTORY		PREDICTED INVENTORY (FY 2001)		MAX RATED	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
WPNSTAs:						
Afloat Units:						
NATO:						
SMCA:						
Naval Magazines:	52409	298699	78214	459202	492474	942667
Strategic Missile Facilities:						
Other Fleet Activities:						
Marine Corps:						
Pipeline:						

Identification: _____

Features and Capabilities

3. Storage Requirements

3.1 What is your total current Weapons Storage Requirement in Tons and Square Footage? Subtotal by category, consistent with Table 1.1.

Table 3.1: Storage Requirement

Category	Tons	Square Feet
Weapons Stations:		
Afloat Units:		
NATO:		
SMCA:		
Naval Magazines:	12796	295230
Strategic Missile Facilities:		
Other Fleet Activities:		
Marine Corps:		
Pipeline		

Identification: _____

Features and Capabilities

3. Storage Requirements, continued

3.2 What is your total Weapons Storage Requirement by ordnance commodity type in Tons and Square Footage?

Table 3.2: Storage Requirements

Ordnance Commodity Type	Tons	Square Feet
Mines	2938.2	60937
Torpedoes	30.1	2252
Air Launched Threat	499.4	12948
Surface Launched Threat	106.9	4543
Other Threat (specify) TOMAHAWK	48.6	4502
Expendables	378.3	0
INERT	—	—
CADS / PADS	80.3	106
Strategic Nuclear	NA	NA
Tactical Nuclear	NA	NA
LOE: Rockets	827.5	24700
LOE: Bombs	4152.3	73015
LOE: Gun Ammo (20mm-16")	1645.4	47593
LOE: Small Arms (up to 50 cal)	833.7	13469
LOE: Pyro / Demo	1235.5	50525
Grenades / Mortars / Projectiles	0	0
Other (specify)	20.2	641

Identification: _____

Features and Capabilities

4. Conversion Factors

4.1 List below the conversion factors used for each type of ordnance.

Table 4.1: Conversion Factors

ORDNANCE TYPE	CONVERSION FACTORS	
	UNITS to SQ FT	SQ FT to TONS
Mines	7.42532	.12614
Torpedoes	57.89096	.0435
Air Launched Threat	21.29628	.03
Surface Launched Threat	11.69076	.01346
Other Threat (specify) TOMAHAWK	157.90375	.00862
Expendables	1.09318	.08401
INERT	—	—
CADS / PADS	.01165	.06964
Strategic Nuclear	—	—
Tactical Nuclear	—	—
LOE: Rockets	.47953	.10550
LOE: Bombs	2.01629	.1824
LOE: Gun Ammo (20mm-16")	.11527	.09851
LOE: Small Arms (up to 50 cal)	.00086	.07592
LOE: Pyro / Demo	.74387	.0513
Grenades / Mortars / Projectiles	.04939	.05071
Other (specify)		

Identification: _____

Features and Capabilities, continued

5. Interservicing Candidates

5.1 Specify all depot and/or industrial workload programs performed by any activity within this category that are possible candidates for interservicing, *both* in to and out from the activity. Provide detailed supporting data for your recommendations.

N/A

SBM
N411H
19SEP94

6. Organization

6.1 Can the depot/industrial level workload be transferred to other sources such as other Navy activities, interservice to other DoD entities, or outsourced to commercial activities? Identify all applicable considerations to your recommendations.

N/A

SBM
N411H
19SEP94

Identification: _____

6. Organization, continued

6.2 Identify the funding levels for each type of ordnance workload performed, for the Fiscal Years requested. Break out by appropriation type, including non-DON workload.

Table 6.2: Ordnance Program Funding

Program Element	FY	Appropriation ($ K)				
		OMN	WPN	OPN	Other DON (specify)	Non-DON (specify)
Stowage	1993	0	0	0	0	0
	1994	0	0	0	0	0
Outload	1993	0	0	0	0	0
	1994	0	0	0	0	0
Maintenance & Testing	1993	0	0	0	0	40
	1994	0	0	0	0	15
Manufacturing	1993	0	0	0	0	0
	1994	0	0	0	0	0
In-Service Engineering	1993	0	0	0	0	0
	1994	0	0	0	0	0
Technical Support	1993	0	0	0	0	0
	1994	0	0	0	0	0
Totals:	1993	0	0	0	0	40
	1994	0	0	0	0	15

NAVAL MAGAZINE GUAM IS A OB/OMN BUDGET HOLDER AND NOT A DBOF REPORTING ACTIVITY, AND THEREFORE DOES NOT REPORT IN THESE CATEGORIES:

ADM	1993	510K
	1994	859K
RECEIPT	1993	106K
	1994	64K
ISSUE	1993	387K
	1994	139K

STOWAGE	1993	229K
	1994	202K
SEGREGATION	1993	8K
	1994	4K
DISPOSAL	1993	4K
	1994	9K
QA	1993	230K
	1994	233K
SPEC WPNS	1993	75K
	1994	25K
RENNOVATION	1993	401K
	1994	442K

TOTAL	1993	1950K	40K
	1994	1977K	15K

FEATURES and Capabilities, continued

7. Core Requirements

7.1 Given the current programmed configuration and operation for these activities, provide the projected Core Workload, Directed workload, Core "Plus" Workload, and Workload required to be retained to meet the Secretary of the Navy's Title 10 responsibilities. Within each Fiscal Year (FY) requested, provide your response in Units of throughput (where applicable) and Direct Labor Man Hours (DLMHs) for the categories in the following Tables. Core workload includes all Core work performed for other Military Departments (please specify such work within each commodity category).

. Core workload calculations are to be performed in accordance with the Office of the Under Secretary of Defense (Logistics) (OUSD(L)) Memorandum dated 15 November 1993 (subject: "Policy for Maintaining Core Depot Maintenance Capability").

. Directed workload includes: Foreign Military Sales (FMS); Low Quantity Non-Core; Low Quantity Above Core; Best Value; Engineering Support; and Last Source of Repair. Directed workload is tabulated in Section 7.2, following.

. Core-Plus workload is the sum of Core workload and Directed workload.

. Title 10 workload is that portion of Core workload that must be retained within the Department of the Navy in order to meet the Secretary of the Navy's Title 10 responsibilities.

Table 7.1.a: **Workload Requirements FY 1993**

Identification: _____

FY 1993 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	227592	18208	245800	227592
Total:	227592	18208	245800	227592

7. Core Requirements, continued

Table 7.1.b: **Workload Requirements FY 1994**

FY 1994 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	227592	20483	248675	227592
Total:	227592	20483	248675	227592

Table 7.1.c: **Workload Requirements FY 1995**

FY 1995 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	244296	19544	263840	244296
Total:	244296	19544	263840	244296

Identification: _____

7. Core Requirements, continued

Table 7.1.d: **Workload Requirements FY 1996**

FY 1996 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	244296	19544	263840	244296
Total:	244296	19544	263840	244296

Table 7.1.e: **Workload Requirements FY 1997**

FY 1997 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	244296	19544	263840	244296
Total:	244296	19544	263840	244296

Identification: _____

7. Core Requirements, continued

Table 7.1.f: **Workload Requirements FY 1998**

FY 1998 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	244296	19544	263840	244296
Total:	244296	19544	263840	244296

Table 7.1.g: **Workload Requirements FY 1999**

FY 1999 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	244296	19544	263840	244296
Total:	244296	19544	263840	244296

Identification: _____

7. Core Requirements, continued

Table 7.1.h: **Workload Requirements FY 2000**

FY 2000 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	244296	19544	263840	244296
Total:	244296	19544	263840	244296

Table 7.1.i: **Workload Requirements FY 2001**

FY 2001 Commodity Type	Core Workload (DLMHs)			
	Core Workload	Directed Workload	Core "Plus" Workload	Title 10 Workload
Ordnance	244296	19544	263544	244296
Total:	244296	19544	263544	244296

7. Core Requirements, continued

7.2 Given the current programmed configuration and operation of these activities, provide the projected Directed Workload. Within each Fiscal Year (FY) requested, provide your response in units throughput (where available) and Direct Labor Man Hours (DLMHs) for the categories requested.

. Foreign Military Sales (FMS) include airframe, engine and component maintenance and manufacturing support.

. Modifications (Mods) include *only those modifications* performed concurrently with scheduled depot level work packages constituting Core workload.

. Low Quantity Non-Core (LQNC) is that Non-Core workload with insufficient programmed quantity for competition. This category also includes above threshold Core workload for weapons systems which have a total projected workload greater than the computed core quantity (above core workload).

. Best Value (BV) includes items that have been offered for maintenance under competitive rules and no offerer has provided a bid that is equal to or better than the value provided by a current organic source.

. Engineering Support (Engr) consists of Engineering Support to field, modify, operate, and maintain weapon systems (i.e. RCM analysis, defining maintenance intervals, developing maintenance concepts, modification management, industrial support, investigations, bulletins and flight safety, and environmental issues).

. Last Source of Repair (LSOR) comprises Non-Core workload which has been offered for maintenance under competitive rules and no offerer has provided a bid, and for which a workload requirement exists and the organic depot is the only remaining source of repair.

Identification: _____

7. Core Requirements, continued

Table 7.2.a: Directed Workloads – FY 1993

FY 1993 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	0	0	0	0	7562	7562
FY 1993 Total:	0	0	0	0	0	7562	7562

Table 7.2.b: Directed Workloads – FY 1994

FY 1994 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	3697	0	0	0	7155	10852
FY 1994 Total:	0	3697	0	0	0	7155	10852

Identification: _____

7. Core Requirements, continued

Table 7.2.c: Directed Workloads – FY 1995

FY 1995 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	300	0	0	0	13133	13433
FY 1995 Total:	0	300	0	0	0	13133	13433

Table 7.2.d: Directed Workloads – FY 1996

FY 1996 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	0	0	0	0	15000	15000
FY 1996 Total:	0	0	0	0	0	15000	15000

Identification: _____

7. Core Requirements, continued

Table 7.2.e: Directed Workloads – FY 1997

FY 1997 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	0	0	0	0	15000	15000
FY 1997 Total:	0	0	0	0	0	15000	15000

Table 7.2.f: Directed Workloads – FY 1998

FY 1998 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	0	0	0	0	15000	15000
FY 1998 Total:	0	0	0	0	0	15000	15000

7. Core Requirements, continued

Table 7.2.g: Directed Workloads – FY 1999

FY 1999 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	0	0	0	0	15000	15000
FY 1999 Total:	0	0	0	0	0	15000	15000

Table 7.2.h: Directed Workloads – FY 2000

FY 2000 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	0	0	0	0	15000	15000
FY 2000 Total:	0	0	0	0	0	15000	15000

Identification: _____

7. Core Requirements, continued

Table 7.2.i: Directed Workloads – FY 2001

FY 2001 Commodity	Units Throughput						Total
	FMS	Mods	LQNC	BV	Engr	LSOR	
Ordnance	0	0	0	0	0	15000	15000
FY 2001 Total:	0	0	0	0	0	15000	15000

Identification: _____

Activity Listing

Type	Title	Location
WPNSTA	NAVWPNSTA EARLE	Colts Neck, NJ
WPNSTA	NAVWPNSTA YORKTOWN	Yorktown, VA
WPNSTA	NAVWPNSTA CHARLESTON	Charleston, SC
WPNSTA	NAVWPNSTA CONCORD	Concord, CA
WPNSTA	NAVORDCEN PACDIV DET FALLBROOK	Fallbrook, CA
WPNSTA	NAVORDCEN PACDIV DET PORT HADLOCK	Port Hadlock, WA
WPNSTA	NAVWPNSTA SEAL BEACH	Seal Beach, CA
NAVMAG	NAVMAG GUAM	Guam
NAVMAG	NAVMAG LUALUALEI	Waianae, HI
MISSILE FACILITY	NOTU	Cape Canaveral, FL
MISSILE FACILITY	SWFLANT	Kings Bay, GA
MISSILE FACILITY	SWFPAC	Silverdale, WA

Headquarters Listing:

For Type:	Title:
WEAPONS STATIONS	Commander, Naval Sea Systems Command
NAVAL MAGAZINES	Commander in Chief, U.S. Pacific Fleet
STRATEGIC MISSILE FACILITIES	Director, Strategic Systems Projects Office

Identification: _____

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

_____	_____
NAME (Please type or print)	Signature
_____	_____
Title	Date
_____	
Activity	

Identification: _____

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.

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

CDR. A. T. HAMMOND NAME (Please type or print)	A. T. Hammond Signature
CONVENTIONAL ORDNANCE OFFICER Title	22 AUG 94 Date
CINCPACFLT PEARL HARBOR HAWAII 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

Identification: _____

_____ _____

Title Date

Document Separator

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, DC 20350-2000

IN REPLY REFER TO
1542
Ser N889JG/4U661666
20 Jul 1994

From: Chief of Naval Operations

Subj: PILOT AND NAVAL FLIGHT OFFICER TRAINING RATES, FY 94-99

Ref: (a) CNO ltr 1542 Ser N889J6/3U658748 of 20 Sep 1993

Encl: (1) Pilot Training Rates (PTR), FY 94-99
(2) Naval Flight Officer Training Rates (NFOTR), FY 94-99

1. This letter modifies and supersedes reference (a). Enclosures are effective on receipt and reflect planned production goals for FY 94-99. These goals are intended to resolve current pool excesses, balance ongoing transitions and new production with FRS output and return to steady state force mix of 10 CVWs, 12 VP Squadrons and appropriate force support for 330 ships in FY 97.

2. Significant changes include:

- Increase VFA pilot manning from 17 to 19/squadron
- Reduction from 15 to 12 VP squadrons
- Decom of VAW 122
- Realignment of E2/C2 pilot career paths
- Adjustment for Helo pools
- WSO curriculum approved/20 to 40 plus up of FMS NFOTR

3. OPNAV point of contact is Captain Scott Krajnik, N889G/J, A/V 224-6010/6013, commercial 703-614-6010/3.

J.S. MOBLEY
By direction

Distribution:
CNO (N1, 11, 12, N88C, N88R, N889C, N889F, N095, N821E)
CMC (A, T, M, ASM-31, MPP-33, MMOA-2)
CG MCCDC (TE32A)
COMDT COGARD (G-PO-2/23, TO-2/7)
CHNAVPERS (211V, 43, 432, 433)
CNET (OOL/T25)
CNATRA (OO, N019, N-1, N-2, N-3, N-32, N-34, N-7)
COMNAVAIRESFOR (CODE 51)
COMNAVCRUITCOM (CODE 311)
NAVDEPNOAA
NETSAFA
NAVMAC (CODE 3)

PILOT TRAINING RATES 20 JUL 94

FY-94	STRIKE	MARITIME	E2/C2	ROTARY	TOTAL
USN	173	120	43	214	550
USMC	118	32	0	188	338
COGARD	0	15	0	35	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	321	214	43	502	1080
FY-95					
USN	163	140	36	184	523
USMC	110	31	0	181	322
COGARD	0	10	0	45	55
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	303	228	36	475	1042
FY-96					
USN	183	140	36	184	543
USMC	106	29	0	181	316
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	319	228	36	468	1051
FY-97					
USN	203	146	36	184	569
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	336	233	36	463	1068
FY-98					
USN	203	146	36	200	585
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	336	233	36	479	1084
FY-99					
USN	203	146	36	200	585
USMC	103	28	0	176	307
COGARD	0	12	0	38	50
FMS	30	45	0	65	140
NOAA	0	2	0	0	2
TOTAL	336	233	36	479	1084

ENCLOSURE (1)

NAVAL FLIGHT OFFICER TRAINING RATES 20 Jul 1994

FY-94	RIO	WSO	TN	OJN	ATDS	NAV	TOTAL
USN	29	0	48	37	35	102	251
USMC	0	17	14	0	0	0	31
FMS	0	0	0	0	0	15	15
NOAA	0	0	0	0	0	1	1
TOTAL	29	17	62	37	35	118	298
FY-95							
USN	39	0	38	37	35	122	271
USMC	0	18	12	0	0	0	30
FMS	0	20	0	0	0	15	35
NOAA	0	0	0	0	0	1	1
TOTAL	39	38	50	37	35	138	337
FY-96							
USN	39	0	38	57	35	128	297
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	0	0	0	0	0	1	1
TOTAL	39	58	50	57	35	144	383
FY-97							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	0	0	0	0	0	1	1
TOTAL	48	58	50	57	40	144	397
FY-98							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	0	0	0	0	0	1	1
TOTAL	48	58	50	57	40	144	397
FY-99							
USN	48	0	38	57	40	128	311
USMC	0	18	12	0	0	0	30
FMS	0	40	0	0	0	15	55
NOAA	0	0	0	0	0	1	1
TOTAL	48	58	50	57	40	144	397

ENCLOSURE (2)

PILOT AND NAVAL FLIGHT OFFICER TRAINING RATES, FY 94-99

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 (Please type or print)	Signature
	11/21/94
Title	Date

Document Separator

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RESPONSE TO CAPTAIN BUZZELL INQUIRIES

Numbers reflect student input for FY99

	PRIMARY	INT E2/C2	INT MAR	INT HELO	ADV MAR
USN	585	40	151	210	124
USMC	328	0	30	184	29
CG	38	0	0	38	0
FMS	140	0	45	65	45
NOAA	2	0	2	0	2
USAF	100	0	0	0	151
SUBTOTAL	1193	40	228	497	351
Other students trained at USAF that are not included above					
USN	70	0	0	0	25
USMC	30	0	0	0	0
TOTAL	1293	40	228	497	376

Command: **CNET**

Response to Captain Buzzell Inquiries
(Primary Pilot, Intermediate E2/C2, Intermediate Maritime, and Intermediate Helicopter)

(Page 4/4)

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 H Signature
Acting Title	12/28/94 Date
CNET Activity	

BRAC 95 DATA CALL
REPLY TO CAPT BUZELL'S LETTER
OF 28 NOV 94, SUBJ: CLARIFICATION
AND UPDATE OF PILOT TRAINING RATES

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)

P R Statskey
Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

23 DEC 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)

W Earner
Signature

Title

12/29/94
Date

Document Separator

Mission Requirements

b. Flight Training (cont.)

4. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of NFO training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead[1] flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Type of NFO Training	Level of NFO Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead[3]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34/T-2						
		JPATS[4]						
General	Intermediate	T-34/T-2/T-47						
		JPATS[4]						
NAV	Advanced	T-43						
TN/BN	Advanced	T-2						
	Advanced	T-39						
RIO	Advanced	T-2						
	Advanced	T-39						
OJN	Advanced	T-2						
	Advanced	T-39						
ATDS	Advanced	E-2C						

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

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

Mission Requirements

a. Undergraduate Pilot Training Throughput (cont.)

3. Provide total planned accessions for undergraduate pilot primary training.
PRIMARY TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Source	Fiscal Year						
	1995	1996	1997	1998	1999	2000	2001
USN							
USMC							
USCG							
USAF							
FMS							

4. Provide total planned accessions for undergraduate NFO primary training.
NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Source	Fiscal Year						
	1995	1996	1997	1998	1999	2000	2001
USN							
USMC							
USCG							
NOAA							

Mission Requirements

a. Undergraduate Flight Training Throughput (cont.)

5. Provide the historical attrition data for undergraduate pilot primary training.
PRIMARY TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

UPT ATTRITION	Fiscal Year								
	1991			1992			1993		
	USN	USMC	USCG	USN	USMC	USCG	USN	USMC	USCG
PILOT TO NFO									
AERONAUTICAL NON-ADAPTABILITY									
OTHER									
TOTAL									
PERCENTAGE OF TOTAL ACCESSIONS									

6. Provide the historical attrition data for undergraduate NFO primary training.
NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

NFO ATTRITION	Fiscal Year								
	1991			1992			1993		
	USN	USMC	USCG	USN	USMC	USCG	USN	USMC	USCG
AERONAUTICAL NON-ADAPTABILITY									
OTHER									
TOTAL									
PERCENTAGE OF TOTAL ACCESSIONS									

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Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: STRIKE **Type Aircraft:** T-45

Stage	Type Airspace (NOTE 1)	Airspace Dimensions				Time in Airspace (hr)	
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi.^{2})		
Familiarization	MOA	14000	20	20	400	.8	(R
Basic Instrument	MOA	8000	20	20	400	1.0	
Radio Instrument	AW	N/A					
Formation	MOA	7000	20	20	400	.8	
Tactical Formation	MOA	12000	27	27	729	.8	
Airway Navigation	AW	N/A					
Night Familiarization	MOA	4000	20	20	400	.8	
Instrument Rating	AW	N/A					
Out-of-control Flight	MOA	15000	10	10	100	.7	
Carrier Qualifications	PAT	N/A					
Air Combat Maneuvers	MOA	15000	27	27	729	.8	
Operational Navigation	MTR	N/A					
Weapons (NOTE 2)	RR	10000	10	10	100	.6	(R
Gunnery (NOTE 3)	MOA,WA	12000	43	7.5	323	.7	(R
Night Formation	MOA	4000	20	20	400	.8	

Key:

MOA -- Military Operating Area
WA -- Warning Area
AA -- Alert Area
RA -- Restricted Area
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Area with Ranges
MTR -- Military Training Route
AW-- Airway (corridor to and from training areas)
PAT -- Pattern (airspace above runways)
GEN -- General Use Airspace

NOTES: (1) AIRSPACE NOTED IS THE PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE, AND PATTERN AIRSPACE ARE USED FOR ALL STAGES. (R

(2) RAKED RANGE TARGET WITH SPOTTER TOWER REQUIRED. (R

(3) AIR TOWED TARGET (BANNER) REQUIRED.

CAPACITY ANALYSIS:
DATA CALL WORK SHEET FOR
TRAINING AIR STATION: KINGSVILLE

Category ..... Education and Training
Sub-category ..... Training Air Stations
Types ..... Navy Training Air Stations and Facilities

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

15 April 1994

TRAINING AIR STATION LISTING:

Type	Title	Location
AIR STATION	NAS PENSACOLA	PENSACOLA FL
AIR STATION	NAS CORPUS CHRISTI	CORPUS CHRISTI TX
AIR STATION	NAS MERIDIAN	MERIDIAN MS
AIR STATION	NAS KINGSVILLE	KINGSVILLE TX
AIR STATION	NAS WHITING FIELD	MILTON FL

DATA CALL TWO; GROUND TRAINING REQUIREMENTS AND FACILITIES
NAS KINGSVILLE TX
N60241

1. Page 11, Mission Requirements question c.1(a): Do all four of the facility types listed fall within the 171-35 CCN, or only the T-45 IFT and OFT devices? **No. The electronic classroom and computer assisted instruction fall in 171-10.** In reply to Facilities question c.1 on Page 42 the training air station reports that pilot training is conducted in facilities ~~conducted in facilities~~ classified as 171-10; and in reply to Facilities question c.11 on Page 46 pilot training is reported being conducted in facilities classified as 171-10. **The electronic classroom and the computer assisted instruction are 171-10.**

VANHOOK CNET N352 13 Jun 94

2. Page 13, Mission Requirements question d.1: Is the training facility listed (a classroom) correctly categorized as 179- (the 171 category applies to buildings and spaces within them; the 179 category applies to training facilities other than buildings), or should it be listed under the CCN 171-10? **It should be listed as 171-10.** If the classroom requirements is correctly categorized as a CCN 179- space, is the requirement satisfied off station or in the 179-20 applied instruction training facility reported in response to Facilities question c.11 on Page 46? **No. Page 46 179-20 should read 171-20.**

3. Page 13, Mission Requirements question d.2: What are the complete five digit CCNs for the types of training facilities listed? **Small Arms Pistol Range - 179-40; Fire Training Pit - 179-50; and Drug Dog Training - 179-50.**

4. Page 42, Facilities question c.1: What are two 20 seat classrooms reported as facilities in which pilot training is conducted when there is no requirement for such spaces reported in response to Mission Requirements question c.1(a)? Is the value "120" reported in the Design Capacity (PN) column correct, or should it be "60" (three classrooms that can seat 20 students each)? Is the value "30" reported in the Design Capacity (PN) column correct, or should be "15" - does each of the 15 computer stations seat one or two students at a time? **One student at a time.** Lastly, in response to Mission Requirements question c.1(a) the air station reported operational trainer requirements (171-35); why are no 171-35 training facilities reported available in which to conduct that training? **They were omitted. These questions were corrected in DC-19 (Rev. 1) dated 16 May 94. Responses are attached for information.**

Activity was been asked to re-submit answer to this question & to redo p42-45 of C2 to be consistent with DC19. Attached CNET N44331 6/14/94

5. Page 44, Facilities question c.6: What are the five digit CCNs for the three types of training facilities listed? **Small Arms Pistol Range - 179-40; Fire Training Pit - 179-50 and Drug Dog Training - 179-50.**

N60241

6. Page 46, Facilities question c.11: What is the correct CCN for the "Applied Inst" facility listed (179-20 is not a valid CCN? **The CCN should read "171-20".** With which airspace(s) are the McMullen Targets associated (include in Comments Column)? **NAS Kingsville 6312.** Is there a requirement (Hrs/Student) for the McMullen Targets that should be listed in a table under "CCN 179-35" in response to Mission Requirements question c.1(a)? **Eleven hours/student.** Why are the "Dog Train", "Fire Fighting" and "Sm Arms" facilities listed in response to Mission Requirements question c.1(a)? **They are listed in "Other Ground Training" where student pilot training IS NOT conducted.** Lastly, are there actually two dog training, fire fighting, and small arms facilities at the air station? **No, only one of each.**

7. Page 48, Facilities question c.13: What kind of small arms range is listed? **Pistol.** Does the "Fire Trng Pit" facility differ from the "Fire Fighting" facility reported in response to Facilities question c.11? **No.** Does the "Dog Handler" facility differ from the "Dog Train" facility reported in response to Facilities question c.11? **No.**

Data For Capacity Analysis

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Mission Requirements

a. Undergraduate Flight Training Throughput

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) requirements for each of the next seven years.

Type of Pilot Training		PTR Requirements (Fiscal Year)						
		1995	1996	1997	1998	1999	2000	2001
Strike	USN	73	120	157	160	160	158	142
	USMC	48	65	83	90	90	80	73
	USCG	NA						GPM
	FMS	NA						GPM
Maritime	USN							
NA GPM	USMC							
	USCG							
	FMS							
	USAF							
E2/C2	USN							
NA GPM	USMC							
	USCG							
	FMS							
	USAF							
Rotary	USN							
NA GPM	USMC							
	USCG							
	FMS							

G.E. MANLEY
CNET N4B3
28 APR 94

Mission requirements

a. Undergraduate Flight Training Throughput (cont.)

2. 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) requirements for each of the next seven years. Provide any additional sources of NFO trainees.

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Type of NFO Training		NFOTR Requirements (Fiscal Year)						
		1995	1996	1997	1998	1999	2000	2001
Adv Navigator (NAV)	USN							
	FMS							
	NOAA							
Tact Navigator (TN/BN)	USN							
	USMC							
Radar Intercept Officer (RIO)	USN							
	USMC							
Over Water Jet Navigator (OJT)	USN							
Airborne Tact Data Systems (ATDS)	USN							
	USCG							

Mission Requirements

b. Flight Training

1. For each type of undergraduate pilot flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per pilot (include overhead flights), average transit time to the training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

Type Training: STRIKE **Type Aircraft:** T-45

Stage	Type Airspace NOTE 1	Other Airspace	# Flights/ pilot	Avg Transit Time/ Event	Flight Time in Airspace / Event	Total Flight Time/ Event
Familiarization	MOA/ATCAA	WA	15	.2	1.3	~~22.5~~ 1.5
Basic Instrument	MOA/ "	WA	4	.2	1.3	~~6.0~~ 1.5
Radio Instrument	AW	MOA	7	N/A	1.6	~~11.1~~ ~~11.2~~ 1.6
Formation	MOA/ "	WA	17	.2	1.3	~~25.5~~ 1.5
Tactical Formation	MOA/ "	WA	4	.2	1.2	~~5.6~~ 1.4
Airway Navigation	AW	NONE	10	N/A	1.9	~~19.2~~ 1.9
Instrument Rating	AW	NONE	5	N/A	1.7	~~8.5~~ 1.7
Night Formation	MOA/ "	WA	4	.2	1.3	~~6.0~~ 1.5
Out-of-control Flight	MOA/ "	NONE	3	.2	1.0	~~3.6~~ 1.2
Carrier Qualifications	PAT	NONE	20	.0	.7	~~15~~ ~~14~~ .7
Air Combat Maneuvers	MOA/ "	WA	13	.3	.8	~~14.7~~ ~~14.3~~ 1.1
Operational Navigation	MTR	NONE	9	.4	.8	~~11.4~~ ~~10.8~~ 1.2
Weapons	RR	NONE	11	.3	1.0	~~13.9~~ ~~14.3~~ 1.3
Gunnery	MOA/ "	WA	8	.3	1.2	~~9.6~~ ~~12~~ 1.5
Night Familiarization	MOA/ "	WA	2	.2	1.3	~~3.0~~ 1.5
35% Overhead NOTE 2			46.2			61.5

HEARD CNETN-W43 27 APR 94 APA

CNATRA N3

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
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)
GEN -- General Use Airspace

NOTE 1: AIRSPACE NOTED IS THE PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

NOTE 2: OVERHEAD CANNOT BE ASSIGNED TO A PARTICULAR STAGE, EXCEPT FOR IUT OVERHEAD

CNATRA N3

Mission Requirements

b. Flight Training (cont.)

2. For each type of NFO flight training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted, give the number of required flights per student (include overhead flights), average transit time to training area and the total number of flight hours required for each stage. Use the abbreviations in the key below the table to fill out the airspace fields. Also include other stages of flight training not listed.

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Type Training: _____ **Type Aircraft:** _____

Stage	Type Airspace	Other Airspace	# Flights/ Student	Avg transit time	Flight Time in Airspace /Event	Total Flight Time/ Event
Radar Navigation						
Surface Search						
Low Level						
Airways/Nav/Radar/Low Level						
Familiarization						
Tactical Low Level						
Advanced Tactical Maneuvers						
Pursuit Intercepts						
Attack/Reattack Intercepts						
Conversion Intercepts						
Unknown Intercepts						
Advanced Intercepts						

Key:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Area
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
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)
GEN -- General Use Airspace

Revised pg

ORIGINAL QUESTION

Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of pilot training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead[1] flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General N/A	Primary	T-34C						
		JPATS[2]						
Strike	Intermediate NA	T-2						
	Advanced NA	TA-4J						
	Intermediate/ Advanced	T-45[2]	~~1115~~ 1160	187	~~390~~ 445	~~65~~ 268	~~1505~~ 1605	455
E2/C2 N/A	Intermediate	T-44						
	Advanced	T-2						
		T-45[2]						
Maritime N/A	Intermediate	T-34C						
		JPATS[2]						
	Advanced	T-44						
Rotary N/A	Intermediate	T-34C						
		JPATS[2]						
	Advanced	TH-57						

JANUSY N443 APR 94

9W CNATRA N3

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

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

Revised pg

Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per graduate for each type and level of pilot training (and trainer aircraft). Include only those flight operations that are conducted at your air station and outlying auxillary fields. Do not include flight ops required by the syllabus but conducted at other sites (e.g. on detachment to other air stations or on a carrier). To complete the below table, give the historical average for day and night (1) flight operations required per graduate at the air station and OLFs, (2) overhead[1] flight operations per graduate, and (3) total flight operations at the air station and OLFs attributed to each graduate. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C	N/A	N/A	N/A	N/A	N/A	N/A
		JPATS[2]	N/A	N/A	N/A	N/A	N/A	N/A
Strike	Intermediate	T-2	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	TA-4J	N/A	N/A	N/A	N/A	N/A	N/A
	Intermediate & Advanced (TS Syllabus)	T-45	906	213	487	81	1393	294
	Advanced	T-45[2]	599	204	289	70	888	274
E2/C2	Intermediate	T-44	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	T-2	N/A	N/A	N/A	N/A	N/A	N/A
		T-45[2]	N/A	N/A	N/A	N/A	N/A	N/A
Maritime	Intermediate	T-34C	N/A	N/A	N/A	N/A	N/A	N/A
		JPATS[2]	N/A	N/A	N/A	N/A	N/A	N/A

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

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

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	Advanced	T-44	N/A	N/A	N/A	N/A	N/A	N/A
Rotary	Intermediate	T-34C	N/A	N/A	N/A	N/A	N/A	N/A
		JPATS[2]	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	TH-57	N/A	N/A	N/A	N/A	N/A	N/A

Revised pg

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Mission Requirements

b. Flight Training (cont.)

4. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per graduate for each type and level of NFO training (and trainer aircraft). Include only those flight operations that are conducted at your air station and outlying auxillary fields. Do not include flight ops required by the syllabus but conducted at other sites (e.g. on detachment to other air stations or on a carrier). To complete the below table, give the historical average for day and night (1) flight operations required per graduate at the air station and OLFs, (2) overhead[1] flight operations per graduate, and (3) total flight operations at the air station and OLFs attributed to each graduate. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Type of NFO Training	Level of NFO Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead[3]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34/T-2	N/A	N/A	N/A	N/A	N/A	N/A
		JPATS[4]	N/A	N/A	N/A	N/A	N/A	N/A
General	Intermediate	T-34/T-2/T-47	N/A	N/A	N/A	N/A	N/A	N/A
		JPATS[4]	N/A	N/A	N/A	N/A	N/A	N/A
NAV	Advanced	T-43	N/A	N/A	N/A	N/A	N/A	N/A
TN/BN	Advanced	T-2	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	T-39	N/A	N/A	N/A	N/A	N/A	N/A
RIO	Advanced	T-2	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	T-39	N/A	N/A	N/A	N/A	N/A	N/A
OJN	Advanced	T-2	N/A	N/A	N/A	N/A	N/A	N/A
	Advanced	T-39	N/A	N/A	N/A	N/A	N/A	N/A
ATDS	Advanced	E-2C	N/A	N/A	N/A	N/A	N/A	N/A

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

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

Mission Requirements

b. Flight Training (cont.)

3. Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per student for each type and level of pilot training (and trainer aircraft). Give the historical average for day and night (1) flight operations required by the syllabus for each student, (2) overhead[1] flight operations per student, and (3) total flight operations attributed to each student. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Flight Operations per Student					
			Student		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General N/A	Primary	T-34C						
		JPATS[2]						
Strike	Intermediate NA	T-2						
	Advanced NA	TA-4J						
	Intermediate/ Advanced	T-45[2]	~~1115~~ 1160	187	~~390~~ 445	~~65~~ 268	~~1505~~ 1605	455
E2/C2 N/A	Intermediate	T-44						
	Advanced	T-2						
		T-45[2]						
Maritime N/A	Intermediate	T-34C						
		JPATS[2]						
	Advanced	T-44						
Rotary N/A	Intermediate	T-34C						
		JPATS[2]						
	Advanced	TH-57						

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

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

Mission Requirements

b. Flight Training (cont.)

5. For each type of undergraduate pilot flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

Type Training: STRIKE **Type Aircraft:** T-45

Stage	NOTE ① Type Airspace	Airspace Dimensions				Time in Airspace (hr)
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi.^{2})	
Familiarization	MOA/ATCAA	14000	20	20	400	.8
Basic Instrument	MOA/ "	8000	20	20	400	1.0
Radio Instrument	AW	N/A				
Formation	MOA/ "	7000	20	20	400	.8
Tactical Formation	MOA/ "	12000	27	27	729	.8
Airway Navigation	AW	N/A				
Night Familiarization	MOA/ "	4000	20	20	400	.8
Instrument Rating	AW	N/A				
Out-of-control Flight	MOA/ "	15000	10	10	100	.7
Carrier Qualifications	PAT	N/A				
Air Combat Maneuvers	MOA/ "	15000	27	27	729	.8
Operational Navigation	MTR	N/A				
Weapons NOTE ②	RR	10000	10	10	100	.6
Gunnery	MOA,WA	12000	43	7.5	323	.7
Night Formation	MOA	4000	20	20	400	.8

Key:

MOA -- Military Operating Area
WA -- Warning Area
AA -- Alert Area
RA -- Restricted Area
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Area with Ranges
MTR -- Military Training Route
AW-- Airway (corridor to and from training areas)
PAT -- Pattern (airspace above runways)
GEN -- General Use Airspace

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NOTE ①: AIRSPACE NOTED IS THE PRIMARY TYPE OF AIRSPACE USED FOR STAGE. HOWEVER, ALERT AREAS, AIRWAYS, GENERAL USE AIRSPACE, AND PATTERN AIRSPACE ARE USED FOR ALL STAGES.

NOTE ②: TARGET REQUIRED.

Mission Requirements

b. Flight Training (cont.)

6. For each type of undergraduate NFO flight training and the aircraft used for that training, give the airspace requirements per student for all stages of training. These requirements include the type(s) of airspace (e.g., MOA), the airspace block dimensions, and the flying time per event in this airspace. Use the abbreviations in the key below the table to fill out the "Type Airspace" field. Also include other stages of flight training not listed.

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Type Training: _____ **Type Aircraft:** _____

Stage	**Type Airspace**	**Airspace Dimensions**				**Time in Airspace (hr)**
		Vertical (1000 ft)	Length (nmi.)	Width (nmi)	Ave Size (nmi.^{2})	
Radar Navigation						
Surface Search						
Low Level						
Airways/Nav/Radar/ Low Level						
Familiarization						
Tactical Low Level						
Advanced Tactical Maneuvers						
Pursuit Intercepts						
Attack/Reattack Intercepts						
Conversion Intercepts						
Unknown Intercepts						
Advanced Intercepts						

Key:

MOA -- Military Operating Area
WA -- Warning Area
AA -- Alert Area
RA -- Restricted Area
ATCAA -- Air Traffic Control Assigned Airspace
RR -- Restricted Area with Ranges
MTR -- Military Training Route
AW-- Airway (corridor to and from training areas)
PAT -- Pattern (airspace above runways)
GEN -- General Use Airspace

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Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot/NFO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN:171

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)	
General	Primary			
Strike (T-45 ONLY)	Intermediate	ELECTRONIC CLASSROOM	105.7	(R
		COMPUTER ASSISTED INSTRUCTION	49.8	(R
	Advanced	T-45 IFT DEVICE 2F137	30.3	(R
		T-45 OFT DEVICE 2F138	67.4	(R
		BALLROOM	12.0[5]	(R
		SQUADRON BRIEF ROOMS	168.0	(R
		SIMULATOR BRIEF ROOMS	72.0	(R
		SQUADRON READY ROOMS	42.0	(R
		GENERAL CLASSROOMS	UNKNOWN[6]	(R
		NAVIGATION ROOM	31.0	(R

[5] USED ONLY FOR MANDATORY QUARTERLY SAFETY STANDDOWNS.

[6] AVAILABLE FOR USE BUT NOT REQUIRED FOR THE UJPT SYLLABUS.

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E2/C2	Intermediate		
	Advanced		
Maritime	Intermediate		
	Advanced		
Rotary	Intermediate		
	Advanced		

Mission requirements

c. Ground School Flight Training (cont.)

(b) NFO

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

CCN:_____

Type of NFO Training	Level of NFO Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary		
General	Intermediate		
NAV	Advanced		
TN/BN	Advanced		

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Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NFO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN:171-[redacted]

Type of Pilot Training	Level of Pilot Training	Facility Type(s) (CCN)	Requirement (Hrs/Student)
General N/A CRM	Primary		
Strike (T-45 ONLY)	Intermediate	ELECTRONIC CLASSROOM (171-10)	~~69.1~~ 115.2
		COMPUTER ASSISTED INSTRUCTION (171-10)	~~37.9~~ 80.8
	Advanced	T-45 IFT DEVICE 2F137 (171-35)	~~51.3~~ 30.3
		T-45 OFT DEVICE 2F138 (171-35	~~127.5~~ 67.4
E2/C2 N/A CRM	Intermediate		
	Advanced		
Maritime N/A CRM	Intermediate		
	Advanced		
Rotary N/A CRM	Intermediate		

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Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot/NFO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN:171-35

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General N/A CPM	Primary		
Strike (T-45 ONLY)	Intermediate	ELECTRONIC CLASSROOM	~~69.1~~ 115.2
		COMPUTER ASSISTED INSTRUCTION	~~37.9~~ 80.8
	Advanced	T-45 IFT DEVICE 2F137	~~51.3~~ 30.3
		T-45 OFT DEVICE 2F138	~~127.5~~ 67.4
E2/C2 N/A CPM	Intermediate		
	Advanced		
Maritime N/A CPM	Intermediate		
	Advanced		
Rotary N/A CPM	Intermediate		

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CNET N443
27 APR 94

Mission Requirements

c. Ground School Flight Training

1. Provide the ground school training requirements for Undergraduate Pilot and NFO training by facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot/NFO training occurs. Ensure that the requirements for cockpit (UTD), instrument (IFT), and motion-based/visual (OFT) training are indicated.

(a) PILOT

CCN:171-35

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
General N/A GRM	Primary		
Strike (T-45 ONLY)	Intermediate	ELECTRONIC CLASSROOM	69.1
		COMPUTER ASSISTED INSTRUCTION	37.9
	Advanced	T-45 IFT DEVICE 2F137	51.3
		T-45 OFT DEVICE 2F138	127.5
E2/C2 N/A GRM	Intermediate		
	Advanced		
Maritime N/A GRM	Intermediate		
	Advanced		
Rotary N/A GRM	Intermediate		

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RIO	Advanced		
OJN	Advanced		
ATDS	Advanced		

	Advanced		

Mission requirements

c. Ground School Flight Training (cont.)

(b) NFO

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

CCN:_____

Type of NFO Training	Level of NFO Training	Facility Type(s)	Requirement (Hrs/Student)
General	Primary		
General	Intermediate		
NAV	Advanced		
TN/BN	Advanced		
RIO	Advanced		
OJN	Advanced		
ATDS	Advanced		

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Mission Requirements

d. Other Ground Training

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

CCN: ~~179-XX~~ 171-10

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

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

CCN: 179-XX

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
RANGE (179-40)	STATION	WPNS	48	576	48	576
FIRE PIT (179-50)	STATION	FIRE	58	696	58	696
DOG TNRG (179-50)	STATION	DRUG	488	~~1344~~ 1464	488	1344
				N-393 CLWT		

Mission Requirements

d. Other Ground Training

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

CCN:179-XX

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

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

CCN:179-XX

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
RANGE	STATION	WPNS	48	576	48	576
FIRE PIT	STATION	FIRE	58	696	58	696
DOG TNRG	STATION	DRUG	488	~~1344~~ 1464	488	1344
				N-3931 CNET		

Mission Requirements

e. Other Flight Training Requirements

1. Complete the following table for all non-undergraduate flight training that occurs at your installation.

Type of Training	# of Personnel Trained	Annual # of Flights
* Instructor Training/Jet Refresher	50	1105

* INSTRUCTOR TRAINING REQUIREMENTS ARE PTR DEPENDENT

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Mission Requirements

f. Training Airframes

1. Provide the number of aircraft (by type) that will be based at each Air Station for use in undergraduate pilot and NFO training programs in the Fiscal Year indicated. Project requirements if necessary.

(a) Air Station: NAS KINGSVILLE

	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
T-2	47	42	0	0	0
TA-4J	57	48	0	0	0
T-34C N/A					
T-39 N/A					
T-43 N/A					
T-44 N/A					
T-45	6	31	48	59	72
TH-57B/C N/A					
JPATS N/A					

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Mission Requirements

f. Training Airframes (cont.)

2. Enter the projected inventory of aircraft (by type) that will be based at each Air Station for use in undergraduate pilot and NFO training for the Fiscal Years indicated in the following table. If an aircraft is programmed for deletion or replacement, indicate such in the column when the change will occur. Also indicate which airframe will serve as the replacement (if applicable) and the quantity programmed for use.

(a) Air Station: NAS KINGSVILLE

	FY 1998	FY 1999	FY 2000	FY 2001
EXAMPLE	**25**	**20 (JPATS 4)**	**10 (JPATS 10)**	**0(JPATS 15)**
* T-2	0	0	0	0
* TA-4J	0	0	0	0
T-34C N/A				
T-39 N/A				
T-43 N/A				
T-44 N/A				
T-45	72+	72+	72+	72+
TH-57B/C N/A				
JPATS N/A				

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* REPLACED BY T-45 (TS)

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N5

Facilities

a. Airfield

Provide the following information for the home field and each OLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:** NAS KINGSVILLE **Location:**KINGSVILLE,TX

Type and Level of Training Supported: INTERMEDIATE/ADVANCED STRIKE

Ownership:NAVY____ **(Air Force/Army/Navy/Civilian)**

For OLF: Distance from home field N/A

2. Complete the table below to describe the airfield's **annual operations.**

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	252,613	267,998	273,176
	Instructor Training	47,365	50,250	51,221
	Maintenance Flights	9,473	10,050	10,244
	Station Hops	0	0	0
	Proficiency Flights	0	0	0
	NATOPS	6,315	6,700	6,829
	Transient	1905	3858	3070

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	4	5	4
	Maintenance[5]	~~30,300~~ 0	~~30,300~~ 0	~~32,960~~ 0
	Other Events[6]	6	6	6

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CNATRA N3

List below the "other events" included in the table above:FOD WALKDOWNS

[5]Total hours dedicated to facilities maintenance.

[6]Do not include hours lost due to weather restrictions.

Facilities

a. Airfield (cont.)

4. Under normal operations, give the average number of daylight **flying hours** per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

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12.1 ~~13~~ HOURS 237 DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	N/A		
	Intermediate	6%	6%	6%
	Advanced	4%	4%	4%
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	10%	10%	10%

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

N/A

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	932.64	807.91	715.4
VFR	7827.36	7952.09	8044.6

Facilities

a. Airfield (cont.)

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: NAS KINGSVILLE

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General N/A CRM	Primary		
Strike	Intermediate	30%	30%
	Advanced	70%	70%
E2/C2 N/A CRM	Intermediate		
	Advanced		
Maritime N/A CRM	Intermediate		
	Advanced		
Rotary N/A CRM	Intermediate		
	Advanced		
NFO N/A CRM	Intermediate		
	Advanced		
NOTE (1)	Total	100	100

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(1) 100% OF AIRFIELD HOURS ARE USED FOR STRIKE TRAINING. PERCENTAGE OF RUNWAY USE DEPENDENT ON ASSIGNED PTR MIX.

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Facilities

a. Airfield (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO 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.
~~122 OPERATIONS/HOUR. THIS NUMBER WAS DERIVED FROM DATA CONTAINED IN QUESTION A.13 BELOW.~~
80 operations/Hour using chart 3-9 and chart 3-44 of AC 150/5060-5 CHANGED 9-15-94

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	70
IFR	25

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	50	50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).
The only limiting factor is the number of airfield support personnel. With sufficient personnel, NAS Kingsville could be open 24 hours a day.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations[1].

[1]Answer for each independent runway complex.

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WITH **NO CONSTRAINTS** ON OPERATIONAL FUNDING, NAS KINGSVILLE COULD EXPAND TO ~~122 FLIGHT OPERATIONS PER HOUR~~. DETAILS, ASSUMPTIONS, AND CALCULATIONS ARE AS FOLLOWS: 9-15-94 CNATRA N7

146 ops per hour during VFR and 58 ops per hour during IFR.

1. NAS KINGSVILLE IS CONFIGURED WITH TWO SETS OF PARALLEL RUNWAYS.

2. THE FAA CAPACITY AND DELAY MANUAL STATES THE MAX HOURLY CAPACITY FOR PARALLEL RUNWAYS IS ~~129 VFR / 56 IFR~~. 146 VFR/ 58 IFR

~~3. NAS KINGSVILLE IS VFR 90% OF THE TIME AND IFR 10% OF THE TIME. (DATA PROVIDED IN DC19, A.7.)~~. 9-15-94 CNATRA N3

~~129(.9) + 56(.1) = 122 FLIGHT OPERATIONS PER HOUR.~~

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Facilities

a. Airfield (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO 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..

~~358,000 TOTAL OPS /16 HOURS X 237 DAYS = 94 OPS PER HOUR~~
80 OPS / HR

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	~~95~~ 70
IFR	~~5~~ 25

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CNATRA N3

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	~~10~~ 50	~~80~~ 50
IFR	~~90~~ 50	~~20~~ 50

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12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).
The only limiting factor is the number of airfield support personnel. With sufficient personnel, NAS Kingsville could be open 24 hours a day.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations[7].
Flight operations per hour at NAS Kingsville is limited by the number of runways available for landing practice. By establishing the former Chase Field as an OLF, flight operations per hour could be expanded during the day by ~~65~~ 94 which, historically, is the safe number of flight operations per hour which can be conducted at OLF Orange Grove. Establishing Chase Field as an OLF will require an additional 46 support personnel. Additionally, expanding the number of hours at OLF Orange Grove will provide an additional ~~65~~ 94 flight operations per hour from the 1600 - 2300L time frame.

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[7]Answer for each independent runway complex.

Facilities

a. Airfield (cont.)

14. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). No limiting factors.

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arrestin g gear (Type)
				F	P	C	N	
13L/~~R~~ 31 R	8000	200	TT 250,000		X	X		E28/E5
~~17L/R~~ 17R/35L	8000	200	TT 210,000	~~X~~	X			E28/E5
~~31L/R~~ 31L/13R	8000	200	TT 135,000		X			E28/E5
~~35L/R~~ 17L/35R	8000	200	TT 78,000	X				E28/E5

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F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No lighting

TT TWIN TANDEM

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	ALL	ALL	ALL

Revision 1

Facilities

a. Airfield (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	706,398	0	0	
111-15	Runways Rotor Wing	SY	-	0	0	
111-20	Landing Pads	SY	-	0	0	
113-20	Parking Aprons	SY	263,253	29,251	0	
113-40	Access Aprons	SY	8,263	0	0	
121-10	Direct Fueling	OLGM	-	0	0	
121-20	Truck Fueling	OLGM	2,400	0	0	
121-30	Defueling	OLGM	-	0	0	
124-30	Fuel Storage	GA	2815000	0	0	
136-36	Carrier Lighting	EA	1	0	0	
149-30	Arresting Gear	EA	~~16~~ 8	0	0	
421-xx	Ammunition Storage	CF	77,518	0	0	

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CNATRA N 5/18/9

18. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
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

a. Airfield (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
111-10	Runways Fixed Wing	SY	706,398	0	0	
111-15	Runways Rotor Wing	SY	-	0	0	
111-20	Landing Pads	SY	-	0	0	
113-20	Parking Aprons	SY	263,253	29,251	0	
113-40	Access Aprons	SY	8,263	0	0	
121-10	Direct Fueling	OLGM	-	0	0	
121-20	Truck Fueling	OLGM	2,400	0	0	
121-30	Defueling	OLGM	-	0	0	
124-30	Fuel Storage	GA	2815000	0	0	
136-36	Carrier Lighting	EA	1	0	0	
149-30	Arresting Gear	EA	16	0	0	
421-xx	Ammunition Storage	CF	77,518	0	0	

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18. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
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

a. Airfield

Provide the following information for the home field and each OLF currently used to support undergraduate flight training (18 questions).

1. **Airfield Name:** NOLF ORANGE GROVE **Location:** 26 NM NW KGVL

   Type and Level of Training Supported: INTERMEDIATE/ADVANCED STRIKE

   Ownership: NAVY ____ **(Air Force/Army/Navy/Civilian)**

   For OLF: Distance from home field 26 NM

2. Complete the table below to describe the airfield's **annual operations.**

		FY 1991	FY 1992	FY 1993
Operational Events	Student Training	39,421	~~72,951~~ 48,230	37,858
	Instructor Training	8,870	16,414	8,518
	Maintenance Flights	0	0	0
	Station Hops	0	0	0
	Proficiency Flights	0	0	0
	NATOPS	986	1,824	946
	Transient	58	56	78

CNATRA N3

3. Complete the table below to describe the hours the airfield was closed for flight operations.

		FY 1991	FY 1992	FY 1993
Non-Operational Hours	Standdowns	5	6	5
	Maintenance[8]	~~1,983~~ 0	~~1,983~~ 0	~~1,983~~ 0
	Other Events[9]	~~118~~ 0	~~118~~ 0	~~118~~ 0

CNATRA N3

List below the "other events" included in the table above: ~~Daily FOD walkdowns.~~

---

[8]Total hours dedicated to facilities maintenance.

[9]Do not include hours lost due to weather restrictions.

Revised page

Facilities

a. Airfield (cont.)

4. Under normal operations, give the average number of daylight **flying hours** per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.
8 HOURS 237 DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	N/A		
	Intermediate	6%	6%	6%
	Advanced	4%	4%	4%
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	10%	10%	10%

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

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	932.64*	807.91*	715.4*
VFR	7827.36*	7952.09*	8044.6*

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*Weather data for NALF Orange Grove is not recorded. Weather statistics remain constant with NAS Kingsville Data. (R

Facilities

a. Airfield (cont.)

4. Under normal operations, give the average number of daylight **flying hours** per day and the number of days per year the airfield is scheduled for undergraduate pilot and/or NFO training.

11.6 ~~8~~ HOURS 237 DAYS

5. Enter the percentage of daylight undergraduate pilot and/or NFO training flying hours lost during each of the last three years due to weather, other military flights, commercial/civilian flights, or other reasons (e.g., equipment problems).

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	N/A		
	Intermediate	6%	6%	6%
	Advanced	4%	4%	4%
Other Military Flights (non-UPT)		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
	Total	10%	10%	10%

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

7. Using historical data, enter the number of daylight hours of VFR and IFR conditions.

	FY 1991	FY 1992	FY 1993
IFR	*UNK		
VFR			

* Data being collected and will be forwarded separately.

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Facilities

a. Airfield (cont.)

8. For each independent runway complex, provide the percentage of daytime and nighttime airfield usage for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column should sum to 100.)

Runway Complex Name: ~~NOLF~~ NALF ORANGE GROVE

GERMANSKY CNET N443 27APR94

Type of Training	Level of Training	FY 1993 Runway Use (Percent)	
		Day	Night
General N/A	Primary		
Strike	Intermediate	30%	0
	Advanced	70%	0
E2/C2 N/A	Intermediate		
	Advanced		
Maritime N/A	Intermediate		
	Advanced		
Rotary N/A	Intermediate		
	Advanced		
NFO N/A	Intermediate		
	Advanced		
NOTE (1)	Total	100	0 ~~100~~

NOTE (1): 100% OF AIRFIELD HOURS ARE USED FOR STRIKE TRAINING. PERCENTAGE OF RUNWAY USE DEPENDENT UPON ASSIGNED PTR MIX.

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CNATRA N3

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Facilities

a. Airfield (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO 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.

~~122 OPERATIONS/HOUR. THIS NUMBER WAS DERIVED FROM DATA CONTAINED IN QUESTION A.13 BELOW.~~ (R

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80 OPERATIONS/HOUR - USING chart 3-9 and chart 3-44 of AC 150/5060-5.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	~~90~~ 70
IFR	~~90~~ 25

TW-2

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	50	50
IFR	50	50

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).
The only limiting factor is the number of airfield support personnel. With sufficient personnel, NAS Kingsville could be open 24 hours a day.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations[1].

WITH **NO CONSTRAINTS** ON OPERATIONAL FUNDING, NAS KINGSVILLE COULD EXPAND TO ~~122 FLIGHT OPERATIONS PER HOUR~~. DETAILS, ASSUMPTIONS, AND CALCULATIONS ARE AS FOLLOWS: (R

146 OPS PER HOUR DURING VFR AND 58 OPS PER HOUR DURING IFR

1. NAS KINGSVILLE IS CONFIGURED WITH TWO SETS OF PARALLEL

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[1]Answer for each independent runway complex.

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RUNWAYS.

2. THE FAA CAPACITY AND DELAY MANUAL STATES THE MAX HOURLY CAPACITY FOR PARALLEL RUNWAYS IS ~~129 VFR / 56 IFR~~. 146 VFR/58 IFR

~~3. NAS KINGSVILLE IS VFR 90% OF THE TIME AND IFR 10% OF THE TIME. (DATA PROVIDED IN DC19, A.7.)~~.

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~~129(.9) + 56(.1) = 122 FLIGHT OPERATIONS PER HOUR.~~

Revision 1

Facilities

a. Airfield (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO 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..
Orange Grove can safely sustain 5 aircraft in the pattern conducting an average of 13 touch and goes per hour for an hourly total of ~~65~~ 54 operations.

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10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	~~95~~ 90
IFR	~~5~~ 90

CNATRA N3

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	~~20~~ 50	~~95~~ 50
IFR	~~80~~ 50	~~5~~ 50

CNATRA N3

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).
The only limiting factor is the number of airfield support personnel.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations[10].
Current ops per hour is 25.8 (CY 93). Additional capacity = ~~40~~ 29 ops per hour for a total of ~~65~~ 54 (assuming 5 aircraft in the pattern conducting an average of 13 touch and goes per hour).

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[10]Answer for each independent runway complex.

Facilities

a. Airfield (cont.)

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield can support/sustain over a one year period (assume 237 operating days per year). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate pilot/NFO 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..
Orange Grove can safely sustain 5 aircraft in the pattern conducting an average of 13 touch and goes per hour for an hourly total of 65 operations.

10. Give the percent of VFR and IFR flight operations which are touch-and-go's.

	Percent Touch-and-Go's
VFR	~~95~~ 90
IFR	~~5~~ 90

CNATRA N3

11. Give the percent of departures and arrivals at this airfield

	Percent Departures	Percent Arrivals
VFR	~~20~~ 50	~~95~~ 50
IFR	~~80~~ 50	~~5~~ 50

CNATRA N3

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).
The only limiting factor is the number of airfield support personnel.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, aircraft mix, etc., what additional capacity (in flight operations per hour) could be gained? Provide details and assumptions for all calculations[10].
Current ops per hour is 25.8 (CY 93). Additional capacity = 40 ops per hour for a total of 65 (assuming 5 aircraft in the pattern conducting an average of 13 touch and goes per hour).

[10]Answer for each independent runway complex.

Facilities

a. Airfield (cont.)

14. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). No limiting factors.

15. Give the designation, length, width, load capacity, lighting configurations, and type of arresting gear for each runway.

Runway	Length (ft)	Width (ft)	Weight Bearing Capacity	Lighting				Arrestin g gear (Type)
				F	P	C	N	
01/19	8000	200	TT 205,000	~~X~~	X			E28
13/31	8000	200	TT 205,000	~~X~~	X	X		E28

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CNATRA
N61

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No lighting
TT- TWIN TANDEM

16. In the table below indicate the Navy, Army and Air Force Training Aircraft that can use each runway.

Runway	Navy	Army	Air Force
ALL RUNWAYS	ALL	ALL	ALL

Revision 1

Facilities

a. Airfield (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
110-10	Runways Fixed Wing	SY	350,489	Ø	Ø	
111-15	Runways Rotor Wing	SY	-			
111-20	Landing Pads	SY	-			
113-20	Parking Aprons	SY	10,000			
113-40	Access Aprons	SY	-			
121-10	Direct Fueling	OLGM	-			
121-20	Truck Fueling	OLGM	300			
121-30	Defueling	OLGM	-			
124-30	Fuel Storage	GA	75,000			
136-36	Carrier Lighting	EA	1			
149-30	Arresting Gear	EA	8			
421-xx	Ammunition Storage	CF	-			
425-xx	Open Ammunition	SY	-			
425-xx	Open Ammunition Storage	SY	-			

CNATRA N
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CEMANUGY
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18. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

NA CEMANUGY CNET N443
27APR 94

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
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

a. Airfield (cont.)

17. For the following category codes, provide the amount of adequate, substandard, and inadequate facilities as defined by NAVFACINST 11000.44E.

CCN	Facility Type	Unit Measure	Adequate	Substandard	Inadequate	Comments
110-10	Runways Fixed Wing	SY	350,489	Ø	Ø	
111-15	Runways Rotor Wing	SY	-			
111-20	Landing Pads	SY	-			
113-20	Parking Aprons	SY	10,000			
113-40	Access Aprons	SY	-			
121-10	Direct Fueling	OLGM	-			
121-20	Truck Fueling	OLGM	300			
121-30	Defueling	OLGM	-			
124-30	Fuel Storage	GA	75,000			
136-36	Carrier Lighting	EA	1			
149-30	Arresting Gear	EA	4			
421-xx	Ammunition Storage	CF	-			
425-xx	Open Ammunition	SY	-			
425-xx	Open Ammunition Storage	SY	-			

CEMANUGY CNET N443 27APR94

18. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

NA CEMANUGY CNET N443 27APR 94

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
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

b. Airspace

1. Give the number of workable blocks of airspace and the average dimensions (n.mi. x n.mi. x ft) of these blocks for each type and level of pilot training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without interfering with another block and have an ingress/egress route that does not go through other airspace blocks.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General N/A	Primary	T-34C		
		JPATS[11]		
Strike	Intermediate N/A	T-2C		
	Advanced N/A	TA-4J		
	Intermediate/ Advanced	T-45[8]	36	22X22X15000 FT
E2/C2 N/A	Intermediate	T-44		
	Advanced	T-2		
		T-45[8]		
Maritime N/A	Intermediate	T-34C		
		JPATS[8]		
	Advanced	T-44		
Rotary N/A	Intermediate	TH-57		
	Advanced	T-34C		
		JPATS[8]		
		Total	36	

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27 APR 94

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e. can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate. N/A

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

Facilities

b. Airspace (cont.)

3. Provide the number of workable blocks of airspace and the average dimensions (n.mi. x n.mi. x ft) of these blocks for each type and level of NFO training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without interfering with other blocks and have an ingress/egress route that does not go through other airspace blocks.
NFO TRAINING NOT CONDUCTED AT KINGSVILLE.

Type of NFO Training	Level of NFO Training	Trainer Aircraft	# Workable Blocks of Airspace	Average Block Dimensions
General	Primary	T-34/T-2		
		JPATS[9]		
General	Intermediate	T-34/T-2/T-47		
		JPATS[12]		
NAV	Advanced	T-43		
TN/BN	Advanced	T-2		
	Advanced	T-39		
RIO	Advanced	T-2		
	Advanced	T-39		
OJN	Advanced	T-2		
	Advanced	T-39		
ATDS	Advanced	E-2C		
		Total		

4. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e. can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate. N/A

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

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station 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.

CNATRA N

8000 - FL350

ATCAA/MOA / KINGS 1 / 10 NM SW NAS Kingsville / 80 X 70 X ~~27000~~ / Sunrise - 2400 (M - F) and Sunrise - Sunset (Sat) / Houston Center / TW-2 / N/A / 10 NM SW Kingsville ATA

OTHER TIME BY NOTAM

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

Yes / NAS Kingsville

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

10 NM / 3 min

(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. Over 300%. On a typical day NAS Kingsville launches an average of 8 flights per hour which require local airspace. Local airspace can accomodate 36 flights per hour with the following mix: Kings 1 and 2 MOA - 6, Chase 1 MOA - 3, Chase 2 MOA - 2, Chase 3 MOA - 3, W228 - 22. These calculations are based on an average working block of 484 sq nm. Vertically separating aircraft within the blocks would provide an additional workload beyond the 300% increase.

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station 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.

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ATCAA/MOA / Kings 2 / Overhead NAS Kingsville / 19 X 23 X ~~27000~~ 13000 – FL350 / Sunrise - 2400 (M -F) and Sunrise - Sunset (Sat) / Houston Center / TW-2 / N/A / Overhead Kingsville ATA

OTHER TIME BY NOTAM

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

Yes / NAS Kingsville

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

Overhead / 2 min

(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.

Previously answered. SEE RESPONSE b.5.(g), Page 31

CNET N443
28 APR 94

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station that are used for flight training. For each airspace provide the following information (seven questions):

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

ATCAA/MOA / Chase 1 / 30 MN north NAS Kingsville / 45 X 45 X ~~24000~~ 11000-FL350 / Sunrise - 2400 (M - F) and 1400 - 2400 (Sun) / Houston Center / TW-2 / N/A / N/A

OTHER TIME: BY NOTAM

CNATRA N

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

Yes / NAS Kingsville / HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

30 NM / 6 min

(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.

Previously answered. SEE RESPONSE b.5.(g), Page 31 CEMauly
CNET N443
28 APR 94

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station 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.

CNATRA N

ATCAA/MOA / Chase 2 / 70 NM north NAS Kingsville / 38 X 24 X ~~26000~~ 9000- FL350 / Sunrise - 2400 (M - F) and 1400 - 2400 (Sun) / Houston Center / TW-2 / N/A / N/A

OTHER TIMES BY NOTAM

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

Yes / NAS Kingsville / HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

70 NM / 14 min

(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.

Previously answered. SEE RESPONSE b.5.(g), Page 31 G.B. Manley CNET N4A3 28 APR 94

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station 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.

2 / CNATRA N3

ATCAA/MOA / Chase 3 / 30 NM north NAS Kingsville / 58 X 58 X ~~27000~~ 8000-FL350 / Sunrise - 2400 (M - F) and 1400 - 2400 (Sun) / Houston Center / TW-2 / N/A / Overhead NOLF Orange Grove OTHER TIMES BY NOTAM

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

Yes / NAS Kingsville

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

30 NM / 6 min

(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.

Previously answered. SEE RESPONSE b.5.(g), Page 31 G.R. Manley CNET N443 28 APR 94

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station that are used for flight training. For each airspace provide the following information (seven questions):

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

Warning Area / 228 / 40 NM east NAS Kingsville / 93 X 125 X ~~45000~~ SURF-FL450 / Continuous / Houston Center / NAS Corpus Christi / N/A / N/A

CNATRA N

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

Yes / NAS Corpus Christi / HOUSTON CENTER

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

40 NM / 8 min

(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.

Previously answered. SEE RESPONSE b.5.(g), Page 31 G.E. Manley CNET N443 28 APR 94

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station 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. SUNRISE – 2400 (M-F)

CNATRA N3

Alert Area / 632C/ Overhead NAS Kingsville / 519 sq nm X 18000 / ~~Continuous~~ / Houston Center / ~~None. Airspace is continuous.~~ NA / N/A / Overhead NAS Kingsville.

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

Yes / NAS Kingsville

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

Overhead / 1 min

(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.

Previously answered. SEE RESPONSE b.5.(g), Page 31 G P Manley CNET N443 28 APR 94

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station that are used for flight training. For each airspace provide the following information (seven questions):

(a) Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

Restricted Area / 6312 / 60 NM NW NAS Kingsville / 10 X 16 X 12000 / Sunrise to sunset or by NOTAM ~~at night~~ / Houston Center / Air Ops Kingsville / Spotters / N/A

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

Yes / McMullen target personnel for communications only.

(c) Does the Navy 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 / Yes~~ / Lease of some property around target up for renewal in 2000.
PART OF THE LAND IS OWNED AND PART IS LEASED

CNATRA N3

(d) What is the distance and time en route?

60 NM / 12 min

(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.

Previously answered. SEE RESPONSE b.5.(g), Page 31 G E Manley
CNET N443
28 APR 94

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station 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 148,149,135,167 136, 147, 166 / All within 100 NM of Kingsville / Varying lengths averaging 250 NM / Available 24 hours a day / Houston Center / Air Ops Kingsville / N/A / N/A

CNATRA N3

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

Yes / Houston ARTCC

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

60 NM / 12 min 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

(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.

Previously answered. SEE RESPONSE b.5.(g), Page 31 G.F. Manley CNET N4431 28 APR 94

Facilities

b. Airspace (cont.)

5. List all the General and 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 air station 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.

CNATRA N

Visual Route Low Level / VR 151,~~158~~,168 / All within 100 NM of Kingsville / Varying lengths averaging 250 NM / Day only / TW-2 / Air Ops Kingsville / N/A / N/A

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

Yes / Houston ARTCC

(c) Does the Navy own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

No / No

(d) What is the distance and time en route?

90 NM / 18 min 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

(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.

~~See page 27.~~ SEE RESPONSE b.5.(g), Page 31 G.E. Manley CNET N443 28 APR 94

Facilities

b. Airspace (cont.)

6. Is the available General and SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all present and projected training requirements?
Yes. Includes all General and SUA around Kingsville.

7. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

(a) Where do these units/squadrons deploy?
To an east or west coast based Naval Air Station (typically NAS Key West or NAS Mirimar).

(b) How far from your installation?
1000 NM

(c) Frequency?
5 - 6 per year.

(d) Reasons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)
Due to lack of a training carrier in the Gulf of Mexico, Training Wing Two deploys to East or West Coast bases in order to conduct carrier qualifications aboard fleet carriers.

(e) Annual costs incurred for deployments due to adverse weather?
0.00

(f) Annual costs incurred for deployments due to airspace non-availability?
0.00

(g) Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?
0.00

Revised page

1. 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.

Cat Code: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[11]	Capacity (Student HRS/YR)
ELECTRONIC CLASSROOM	4	88	333,696
COMP AIDED INSTRCTN	2	27	102,384
CLASSROOM	9	190	720,480

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.
ELECTRONIC CLASSROOM: 16 HOURS/DAY X 24 STUDENTS/CLASSROOM X 2 CLASSROOMS X 237 DAYS = 182,016 AND 16 HOURS/DAY X 20 STUDENTS/CLASSROOM X 2 CLASSROOMS X 237 DAYS = 151,680.
COMPUTER AIDED INST: 16 HOURS/DAY X 15 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 56,880 AND 16 HOURS/DAY X 12 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 45,504.
GENERAL CLASSROOMS: 16 HOURS/DAY X 14 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 53,088 AND 16 HOURS/DAY X 16 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 60,672 AND 16 HOURS/DAY X 18 STUDENTS/CLASSROOM X 3 CLASSROOMS X 237 DAYS = 204,768 AND 16 HOURS/DAY X 22 STUDENTS/CLASSROOM X 3 CLASSROOMS X 237 DAYS = 250,272 AND 16 HOURS/DAY X 40 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 151,680.

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.
ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS. (1408 X 104) PLUS (432 X 104) PLUS (3040 X 104 = +507,520.

4. Assuming that ground school training facility is not constrained by additional construction/equipment

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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.

Activity has been tasked to re-submit page from DC 2 to be consistent with DC 19

Revised page

1. 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. (R

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

Type Training Facility	Total Number	Design Capacity (PN)[35]	Capacity (Student HRS/YR)
ELECTRONIC CLASSROOM	4	88	333,696
COMP AIDED INSTRCTN	2	27	102,384
CLASSROOM	9	190	720,480

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived. (R
ELECTRONIC CLASSROOM: 16 HOURS/DAY X 24 STUDENTS/CLASSROOM X 2 CLASSROOMS X 237 DAYS = 182,016 AND 16 HOURS/DAY X 20 STUDENTS/CLASSROOM X 2 CLASSROOMS X 237 DAYS = 151,680.
COMPUTER AIDED INST: 16 HOURS/DAY X 15 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 56,880 AND 16 HOURS/DAY X 12 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 45,504.
GENERAL CLASSROOMS: 16 HOURS/DAY X 14 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 53,088 AND 16 HOURS/DAY X 16 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 60,672 AND 16 HOURS/DAY X 18 STUDENTS/CLASSROOM X 3 CLASSROOMS X 237 DAYS = 204,768 AND 16 HOURS/DAY X 22 STUDENTS/CLASSROOM X 3 CLASSROOMS X 237 DAYS = 250,272 AND 16 HOURS/DAY X 40 STUDENTS/CLASSROOM X 1 CLASSROOM X 237 DAYS = 151,680.

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. (R
ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS. (1408 X 104) PLUS (432 X 104) PLUS (3040 X 104 = +507,520.

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

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

Revised pg

Cat Code: 171-20

~~Type Training Facility~~	~~Total Number~~	~~Design Capacity~~ (PN)1	Capacity (Student HRS/YR)
APPLIED INSTRUCTION	8	148	546,048

(R

NOTE - THESE FACILITIES ARE BEING USED TO SATISFY SOME OF THE UPT REQUIRMENTS AS A MATTER OF CONVENIENCE AND ARE NOT ABSOLUTELY NECESSARY TO FULFILL THE REQUIREMENTS OF THE T45 SYLLABUS. (R

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

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.
ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS. (2304 X 104) = +239,616.

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

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

Revised page

(R

Cat Code: 171-20

~~Type Training Facility~~	~~Total Number~~	~~Design Capacity~~ (PN)36	Capacity (Student HRS/YR)
APPLIED INSTRUCTION	8	143	546,048

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

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations. (R
ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS. (2304 X 104) = +239,616.

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

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

Revised page

Cat Code: 171-35 (R

Type Training Facility	Total Number	Design Capacity (PN)[37]	Capacity (Student HRS/YR)
OPER TRAINER	2	16	60,672

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived. (R
IFT - 16 HOURS/DAY X 6 SIMULATORS X 237 DAYS = 22,752
OFT - 16 HOURS/DAY X 10 SIMULATORS X 237 DAYS = 37,920

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations. (R
ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS.
(256 X 104) = 26,624

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

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

60241

R

Facilities

c. Ground Training

1. By Category Code Number (CCN), complete the following table for all training facilities aboard the installation in which undergraduate pilot and/or NFO training is conducted. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN.
2For 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

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)
ELECTRONIC CLASSROOM	4	88	333,696
COMP AIDED INSTRCTN	2	23	87,216
CLASSROOM	9	190	720,480
BLDG 3766 BALLROOM	1	190	576,080*
HGR 3757 BRIEF ROOMS	16	44	166,848
HGR 3741 BRIEF ROOMS	12	32	121,344
BLDG 2767 BRIEF ROOMS	5	10	37,920
BLDG 3788 BRIEF ROOMS	8	16	60,672
HGR 3757 READY ROOMS	2	93	352,656
HGR 3741 READY ROOMS	2	179	678,768
HGR 3757 NAV ROOM	1	41	155,472

(R

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.
16 Hours/Day X Number of Students X 237 Days = Total Capacity.
COMP AIDED INSTRCTN based on no. of computer modules available.
BRIEF ROOMS = 2 students/small brief rooms + 4 students/large brief rooms (31 small and 10 large). (R
All other classrooms based on 20 sq. ft. per student.
*BLDG 3766 BALLROOM hours calculated on 3 days/week @ 16 hrs/day and 2 days/week @

[1] 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

c. Ground Training

1. By Category Code Number (CCN), complete the following table for all training facilities aboard the installation in which undergraduate pilot and/or NFO training is conducted. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN.

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

Type Training Facility	Total Number	Design Capacity (PN)[13]	Capacity (Student HRS/YR)
ELECTRONIC CLASSROOM	3	120	235,200
COMP AIDED INSTRCTN	1	30	58,800
CLASSROOM	2	40	156,800

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.
16 Hours/Day X 20 Students/Classroom X 3 Classrooms X 245 Days = 235,200
15 Computer Stations X 16 Hours/Day X 245 Days = 58,800
16 Hours/Day X 20 Students/Classroom X 2 Classrooms X 245 Days = 156,800

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

Revised pg

Cat Code: 171-35

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

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

* THE "TOTAL NUMBER" ABOVE IS BASED ON "2" TYPES OF TRAINERS HOUSED IN THIS TYPE TRAINING FACILITY FOR CATEGORY CODE 171-35. THE "2" TYPES ARE INSTRUMENT FLIGHT TRAINERS (IFT) AND OPERATIONAL FLIGHT TRAINERS (OFT). (R

** THE CAPACITY IS BASED ON THE CAPACITY OF THE TRAINING FACILITY TO HOUSE A TOTAL OF 6 IFTs AND 10 OFTs. THESE NUMBERS OF SIMULATORS WILL BE THE MAXIMUM NUMBER WHICH CAN BE USED WHEN **MILCON PROJECT P-240, "OPERATIONAL TRAINER FACILITY ADDITION"** IS COMPLETE IN MAY 95. USING THE MAXIMUM NUMBER OF SIMULATORS WHICH CAN BE HOUSED IN THE TRAINER FACILITY, THE CAPACITY IN STUDENT HRS/YR IS AS FOLLOWS: (R

IFT: 16 HOURS/DAY X 6 SIMULATORS X 237 DAYS = 22,752 HRS/YR
OFT: 16 HOURS/DAY X 10 SIMULATORS X 237 DAYS = 37,920 HRS/YR
60,672 HRS/YR

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.

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.

Revised pg

ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS.
(256 X 104) = 26,624

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

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

5. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements ([B] x [C] + [D] x [E] + [F]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.1.
[B] -- Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements questions c.1(a).
[C] -- Pilot PTR for FY 2001 identified in Mission Requirements question a.1.
[D] -- Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b).
[E] -- NFO PTR for FY2001 identified in Mission Requirements question a.2.
[F] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.1.

CCN 171-10:
720,480 + 102,384 + 333,696 - (196.0 x 215 + 0 x 0 + 80) = 1,114,340
PER CENT GROSS EXCESS CAPACITY = 1,114,340 / 1,156,560 X 100 % = 96%
OF AVAILABLE PEACETIME TRAINING CAPACITY, 4% IS UTILIZED TODAY, 96% IS EXCESS. OF 96% WHICH IS EXCESS, 100% IS AVAILABLE FOR TRAINING USE. (R

CCN 171-20:
546,048 - (196.0 x 215 + 0 x 0 + 80) = 503,828
PER CENT GROSS EXCESS CAPACITY = 503,828/546,048 X 100 % = 92%
OF AVAILABLE PEACETIME TRAINING CAPACITY, 8% IS UTILIZED TODAY, 92% IS EXCESS. OF 92% WHICH IS EXCESS, 100% IS AVAILABLE FOR TRAINING USE. (R

CCN 171-35:
60,272 - (97.7 x 215 + 0 x 0 + 80) = 39,586.5
PER CENT GROSS EXCESS CAPACITY = 39,586.5/60,272 X 100 % = 66%
OF AVAILABLE PEACETIME TRAINING CAPACITY, 34% IS UTILIZED TODAY, 66% IS EXCESS. OF 66% WHICH IS EXCESS, 100% IS AVAILABLE FOR TRAINING USE. (R

Revised page

funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[12]

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

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

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

Activity has been tasked to re-submit pgs from DC2 to be consistent with DC19.

SH
CNET
NV4331
6/14/94

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

Cat Code: 171-20

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

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

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.
ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS.
(2304 X 104) = +239,616.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[14]
NO ADDITIONAL CAPACITY COULD BE GAINED WITHOUT ADDITIONAL FUNDING FOR PERSONNEL.

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

Activity has been tasked to re-submit pgs from DC2 to be consistent with DC19.
SH
CNET
N4133
6/14/94

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

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

~~56~~ ~~55-a~~
43 A-R (6/7/94)

Facilities

d. 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.

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

ONLY TRAINING SQUADRONS ARE BASED AT NAS KINGSVILLE

2. Using the types (and mix) of aircraft currently stationed at your installation, project the number of these aircraft that could be based and parked on your current parking aprons. Provide two estimates:

2
CNATRA N7

(a) NAVFAC P-80 standard measures (45 degree parking).

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

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-45	285	415	HANGAR 3741 TO 3757 (T-45 ONLY)
T-2C	113	147	HANGAR 3741 TO AIMD 2713 (T-2/TA-4 MIX)
TA-4J	161	242	AIMD 2731 TO HANGAR 3757 (T-2/TA-4 MIX)

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces.
Historical records indicate as many as 250 aircraft have been adequately parked at NAS Kingsville. Criteria shows that the TA-4, T-2, and T-45 require 715, 982, and 796 Sy respectively. Property records indicate there are 292,504 Sy of parking space. Utilizing approximately 1000 Sy per aircraft results in 293 allowable spaces. This area also provides taxi lanes in accordance with NAVFAC P-80.

Revised page

Facilities

d. Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Provide two estimates:

(a) NAVFAC P-80 standard measures

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

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

(R

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

(See attachment A, pg 50a R) SH CNET N4434 8/15/94

5. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

Spaces were physically counted.

Facilities

d. Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Provide two estimates:

(a) NAVFAC P-80 standard measures

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

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

5. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.
Spaces were physically counted.

Revision 1

Facilities

d. Aircraft Parking, Maintenance, and Supply (cont.)

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained based on available hangar space.

Aircraft Type	# of Aircraft	Comments
~~T-2C~~	~~50~~	~~CURRENT MIX. HANGAR 3741.~~ CNATRA N3 5-18-94
~~TA-4J~~	~~60~~	~~CURRENT MIX. HANGAR 3757.~~ CNATRA N3 5-18-94
~~T-45A~~	~~50~~	~~CURRENT MIX. HANGAR 3757.~~ CNATRA N3 5-18-94
T-45A	~~200~~ 588 *	USING ALL 3 HANGARS FOR T-45 ONLY.

* Scheduled maintenance only. Hangar space is used as limiter.

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

~~Calculations are based on historical data for the T-2C and TA-4J. Calculations for the T-45 are based on approximately 1/2 the maintenance requirements of the TA-4J.~~ CNATRA N3 5-18-94

Number of hangar spaces times twelve per NAVFAC P-80.

8. Describe any maintenance backlogs that the station currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g. supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

No backlogs at this time.

Facilities

d. Aircraft Parking, Maintenance, and Supply (cont.)

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained based on available hangar space.

Aircraft Type	# of Aircraft	Comments
T-2C	50	CURRENT MIX. HANGAR 3741.
TA-4J	60	CURRENT MIX. HANGAR 3757.
T-45A	50	CURRENT MIX. HANGAR 3757.
T-45A	200	USING ALL 3 HANGARS FOR T-45 ONLY.

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.
Calculations are based on historical data for the T-2C and TA-4J. Calculations for the T-45 are based on approximately 1/2 the maintenance requirements of the TA-4J.

8. Describe any maintenance backlogs that the station currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g. supply shortfall, insufficient local labor, over tasking of work stations, space limitations).
No backlogs at this time.

Revised pg

60241

Facilities

d. Aircraft Parking, Maintenance, and Supply (cont.)

9. Utilizing the category codes listed in the following table, provide the amount of space available presently classified as Adequate, Substandard, and Inadequate.

CCN	Facility Type		Avg Age	Unit Measure	Adequate	Substandard	Inadequate	Comments
211-xx	Aircraft Maintenance	Type I	33	SF	218538	1752	35539	Hgr 760 I
		Type II			169,039	4637	0	
		Other	16	SF	~~113300~~	~~[illegible]~~	~~17042~~	Hgr 2713 I
441-xx	General Supply Storage - Covered		23	SF	46942	16826	-	-
451-xx	General Supply Storage - Open		23	SF	10931	-	-	-

JCC CNATRA CLB NASK 9-8-94

10. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

JCC CNATRA N

a. FACILITY TYPE/CODE: Aircraft Maintenance Hgr "OH" 760/CCN 211-05 deteriorated.
b. WHAT MAKES IT INADEQUATE? The facility was built in 1942 and has ~~experienced some deterioration. These deficiencies will be corrected by Special Project RACEM6-93 as soon as the MOMAG funds the requirement~~.
c. WHAT USE IS BEING MADE OF THE FACILITY? Support Mobile Mine Assembly Group 15.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? $744,000 will bring the facility to adequate for MOMAG use.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? The facility could easily be used for a supply warehouse.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: ~~Same as above.~~ Special Project RACEM 6-93 will provide adequate facilities for MOM use
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? ~~Yes.~~ YES

JCC CNATRA

JCC CNATRA

a. FACILITY TYPE/CODE: Avionics Shop 2713/CCN 211-45
b. ~~WHAT MAKES IT INADEQUATE? The facility was built in 1958 has experienced some deterioration, primarily with the roof system. These problems are been corrected and the next P-164 will reflect this change.~~
c. WHAT USE IS BEING MADE OF THE FACILITY? Engine Maintenance.
d. ~~WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? Only a~~

60241 (DC2 8 Sep 94)

Facilities

d. Aircraft Parking, Maintenance, and Supply (cont.)

9. Utilizing the category codes listed in the following table, provide the amount of space available presently classified as Adequate, Substandard, and Inadequate.

CCN	Facility Type		Avg Age	Unit Measure	Adequate	Substandard	Inadequate	Comments
211-xx	Aircraft Maintenance	Type I	33	SF	218538	1752	35539	Hgr 760 I
		Type II						
		Other	16	SF	132300	~~30854~~ 4637	~~12042~~	Hgr 2713 I
441-xx	General Supply Storage - Covered		23	SF	46942	16826	-	-
451-xx	General Supply Storage - Open		23	SF	10931	-	-	-

JK CNATRANG

10. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

JK CNATRANG

a. FACILITY TYPE/CODE: Aircraft Maintenance Hgr "OH" 760/CCN 211-05
b. WHAT MAKES IT INADEQUATE? The facility was built in 1942 and has ~~experienced some deterioration~~ deteriorated. ~~Those deficiencies will be corrected by Special Project RACEM6-93 as soon as the MOMAG funds the requirement.~~
c. WHAT USE IS BEING MADE OF THE FACILITY? Support Mobile Mine Assembly Group 15.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? $744,000 will bring the facility to adequate ~~for~~ for MOMAG use.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? The facility could easily be used for a supply warehouse.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: ~~Same as above.~~ Special Project RACEM 6-93 will provide adequate facilities for MOMAG use.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? ~~Yes.~~ YES

JK CNATRANG

JK CNATRANG

a. FACILITY TYPE/CODE: Avionics Shop 2713/CCN 211-45
b. ~~WHAT MAKES IT INADEQUATE? The facility built in 1958 has experienced some deterioration, practically with the roof system. These problems are been corrected and the next P-164 will reflect this change.~~ was, particularly
c. WHAT USE IS BEING MADE OF THE FACILITY? Engine Maintenance.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? ~~Only a~~

small portion of the facility has been designated inadequate and this has been corrected.

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? The facility is jointly used to support the McDonnell Douglas Aircraft operations for the T-45TS.

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: Same as above.

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? Yes.

jec
CNATRA N6

Facilities

e. Other Facilities

1. In the following table, indicate the available space and condition for each facility designated or used for the functions indicated.

Building type	NAVFAC (P-80) category code	Installation space (KSF)			
		Adequate	Substandard	Inadequate	Total
Maintenance Facilities	210-xx	495	21	43	559
Production Facilities	220-xx	1	-	-	1
RDT&E Facilities	300-xx	-	-	-	-
Supply Facilities	400-xx	149	18	1	168
Hospital, Medical, Dental	500-xx	27	-	-	27
Administrative Facilities	600-xx	85	5	25	115
Utilities/Grounds Improvements	800-xx	12787	1203	2	13992
	TOTAL	13544	1247	71	14862

CNATRA N6

HEARD CNET N-4433 27 APR 94

2. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE: Aircraft Maintenance Hgr "OH" 760/CCN 211-05
b. WHAT MAKES IT INADEQUATE? The facility was built in 1942 and has ~~has experienced some~~ deterioration. These deficiencies will be corrected by Special Project RACEM6-93 as soon as MOMAG funds the requirement. The project is scheduled for FY94 execution.
c. WHAT USE IS BEING MADE OF THE FACILITY? Mobile Mine Assembly Group 15.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? $744,000 will bring the facility to adequate.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? Easily converted to supply warehouse.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: ~~Same as above.~~
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? ~~Yes.~~ YES

CNATRA N6

CNATRA N6

a. ~~FACILITY TYPE/CODE: Avionics Shop 2713/CCN 211-45~~

b. WHAT MAKES IT INADEQUATE? The facility built in 1958 has experienced some problems with its roof system. The problem has been corrected and will be reflected on the next P-164.
c. WHAT USE IS BEING MADE OF THE FACILITY? Engine maintenance.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? Only a small portion of the building is substandard and has been corrected.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? McDonnell Douglas Aircraft also utilizes this facility for the T-45TS aircraft.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: Same as above.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? Yes.

CNATRA N6

a. FACILITY TYPE/CODE: Ground Electronics Shop 1708/CCN 217-10
b. WHAT MAKES IT INADEQUATE? The facility was built in 1942. Many deficiencies exist however an upgrade to the facility is being accomplished currently that will satisfy the most urgent repair problems.
c. WHAT USE IS BEING MADE OF THE FACILITY? Ground Electronics.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? MCON Project P-228 is programmed to replace this facility in FY97 at a cost of $1,531,000.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: See above.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? Yes. C3

CNATRA N6

a. FACILITY TYPE/CODE: Public Works General Storage Whse 1702/CCN-219-25
b. WHAT MAKES IT INADEQUATE? The facility was built in 1942 and has deteriorated significantly. It is programmed for demolition.
c. WHAT USE IS BEING MADE OF THE FACILITY? None.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? Scheduled for demolition.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: None.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? Yes.

CNATRA N6

a. FACILITY TYPE/CODE: Cold Storage Whse 3738/CCN 219-77
b. WHAT MAKES IT INADEQUATE? The facility was built as a cold storage warehouse. The facility was recently changed to a General Purpose Warehouse and has been upgraded.
c. WHAT USE IS BEING MADE OF THE FACILITY? General Purpose Warehouse housing McDonnell Douglas Aircraft personnel and items.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? The

CNATRA N6

CNATRA N6

facility has been upgraded to adequate at a cost of $35,000.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: An upgrade was recently accomplished.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? No.

Features and Capabilities

a. Ship Berthing, Maintenance, and Supply

1. For each Pier/Wharf at your facility list the following structural characteristics.

Pier/ Wharf & Age	CCN	Moor Length (ft)	Design Dredge Depth (ft) (MLLW)	Slip Width (ft)	Pier Width (ft)
N/A					

Features and Capabilities

b. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
721-11/3740	126	63	-	-	126	31800	-	-
721-11/3730	28	14	28	7588	-	-	-	-
721-12/3730	28	14	28	7588	-	-	-	-
721-12/3755	154	77	4	1200	150	44936	-	-
721-11/2151	9	9	9	1224	-	-	-	-
721-12/2151	3	3	3	919	-	-	-	-
721-13/3730	16	8	16	4421	-	-	-	-
721-13/3755	18	18	6	3830	-	-	12	7659
721-40/3755	6	3	6	2003	-	-	-	-
724-11/2700	34	34	34	27711	-	-	-	-
724-11/3730	69	69	69	38076	-	-	-	-
724-12/2700	15	15	15	12334	-	-	-	-
724-12/3730	2	2	2	2150	-	-	-	-
724-12/3729	10	10	10	9863	-	-	-	-

2. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE: E7-E9 Barracks 3755/CCN 721-13
b. WHAT MAKES IT INADEQUATE? The latest criteria for BQ Quality of Life Standards in the area of private baths for each individual.
c. WHAT USE IS BEING MADE OF THE FACILITY? Barracks.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? Special

Project RACM34-92 has been submitted at an estimated cost of $1,245,000 which will bring the facility up to adequate standards.

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None since the Barracks are in use now and will be upgraded through renovation projects to bring facility up to adequate standards.

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: Same as above.

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? No.

Features and Capabilities

b. Housing and Messing

3. 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. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
721-11/3740	126	63	126	31800	–	–	–	–
721-11/3730	28	14	28	7588	–	–	–	–
721-12/3730	28	14	28	7588	–	–	–	–
721-12/3755	77	77	77	46136	–	–	–	–
721-11/2151	9	9	9	1224	–	–	–	–
721-12/2151	3	3	3	919	–	–	–	–
721-13/3730	16	8	16	4421	–	–	–	–
721-13/3755	18	18	18	11489	–	–	–	–
721-40/3755	6	3	6	2003	–	–	–	–
724-11/2700	34	34	34	2711	–	–	–	–
724-11/3730	69	69	69	38076	–	–	–	–
724-12/2700	15	15	15	12334	–	–	–	–
724-12/3730	2	2	2	2150	–	–	–	–
724-12/3729	10	10	10	9863	–	–	–	–

GEMauley CNET N443 28 APR 94

4. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

N/A GEMauley CNET N443 28 APR 94

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
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?

Cat Code: 171-35

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

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.
IFT - 16 HOURS/DAY X 6 SIMULATORS X 237 DAYS = 22,752
OFT - 16 HOURS/DAY X 10 SIMULATORS X 237 DAYS = 37,920

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.
ADDITIONAL CAPACITY COULD ONLY BE PROVIDED BY WORKING ON WEEKENDS.
(256 X 104) = 26,624

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[16]
NO ADDITIONAL CAPACITY COULD BE GAINED WITHOUT ADDITIONAL FUNDING FOR PERSONNEL.

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

Activity has been tasked to resubmit pgs from DC 2 to be consistent with DC 19. SH
OWET
N44031
6/14/94

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

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

60241

R

8 hours/day.

c. Ground Training (cont.)

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.
Additional capacity could only be provided by working on weekends.
104 (days) x 16/hrs day x 676 (design capacity*) = 1,124,864.
*BLDG 3766 BALLROOM not available on weekends.

4. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome.
With further funding there are no limiting factors. There is more than sufficient space to build additional training facilities at NAS Kingsville.

5. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements ([B] x [C] + [D] x [E] + [F]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.1.
[B] -- Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements question c.1(a)
[C] -- Pilot PTR for FY 2001 identified in Mission Requirements question a.1
[D] -- Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b)
[E] -- NFO PTR for FY 2001 identified in Mission Requirements question a.2
[F] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.1

CCN 171-10:
3,291,152 - (196.0 x 215 + 0 x 0 + 80) = 3,248,932 (R
PERCENT OF EXCESS CAPACITY = 99%.
CCN 171-20:
546,048= (196.0 X 215 + 0 X 0 + 80) = 503,828
PERCENT OF EXCESS CAPACITY = 92%.
CCN 171-35:
60,272 - (97.7 X 215 + 0 X 0 + 80) = 39,586.5
PERCENT OF EXCESS CAPACITY = 66%.

60241

8 hours/day.

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c. Ground Training (cont.)

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.
Additional capacity could only be provided by working on weekends.
104 (days) x 16/hrs day x 676 (design capacity*) = 1,124,864.
*BLDG 3766 BALLROOM not available on weekends.

(R

4. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome.
With further funding there are no limiting factors. There is more than sufficient space to build additional training facilities at NAS Kingsville.

5. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements ([B] x [C] + [D] x [E] + [F]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.1.
[B] -- Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements question c.1(a)
[C] -- Pilot PTR for FY 2001 identified in Mission Requirements question a.1
[D] -- Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b)
[E] -- NFO PTR for FY 2001 identified in Mission Requirements question a.2
[F] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.1

CCN 171-10:
3,291,152 - (196.0 x 215 + 0 x 0 + 80) = 3,248,932
PERCENT OF EXCESS CAPACITY = 281%.
CCN 171-20:
546,048= (196.0 X 215 + 0 X 0 + 80) = 503,828
PERCENT OF EXCESS CAPACITY = 92%.
CCN 171-35:
60,272 - (97.7 X 215 + 0 X 0 + 80) = 39,586.5
PERCENT OF EXCESS CAPACITY = 66%.

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Replaced by Change dated 9/15/94 SH CNET N4434 10/4/94

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DC2 (8R 2sep94)

Revised page

5. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is conducted could be utilized for additional training? Calculate GEC as follows: (R

GEC = Capacity [A] - Total Requirements ([B] x [C] + [D] x [E] + [F]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.1.
[B] -- Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements questions c.1(a).
[C] -- Pilot PTR for FY 2001 identified in Mission Requirements question a.1.
[D] -- Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b).
[E] -- NFO PTR for FY2001 identified in Mission Requirements question a.2.
[F] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.1.

CCN 171-10:

720,480 + 102,384 + 333,696 - (196.0 x 215 + 0 x 0 + 80) = 1,114,340

CCN 171-20:

546,048 - (196.0 x 215 + 0 x 0 + 80) = 503,828

CCN 171-35:

60,272 - (97.7 x 215 + 0 x 0 + 80) = 39,586.5

Facilities

c. Ground Training (cont.)

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.
Additional capacity could only be provided by working on weekends. This would provide an additional 88 days.
(960 X 88) + (240 X 88) + (640 X 88) = 190,080

4. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome.
With further funding there are no limiting factors that cannot be overcome.

5. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training is conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements ([B] x [C] + [D] x [E] + [F]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.1.
[B] -- Sum of Pilot Ground Flight School Training Requirements identified in Mission Requirements question c.1(a)
[C] -- Pilot PTR for FY 2001 identified in Mission Requirements question a.1
[D] -- Sum of NFO Ground Flight School Training Requirements identified in Mission Requirements question c.1(b)
[E] -- NFO PTR for FY 2001 identified in Mission Requirements question a.2
[F] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.1

450,800 - (285.8 X 215 + 0 X 0 + 80) 450,800 - 61,527 = 389,273

Revised page

Facilities

c. Ground Training (cont.)

6. By Category Code Number (CCN), complete the following table for all training facilities aboard the installation in which undergraduate pilot and/or NFO training **is not** conducted. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN.

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: 179-XX

Type Training Facility	Total Number	Design Capacity (PN)[14]	Capacity (Student HRS/YR)
Range Small Arms (179-40)	1	10	29,200
Fire Trng Pit (179-50)	1	12	35,040
Dog Handler (179-50)	1	3	8,760

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived. Range = 8 hrs/day x 10 PN x 365 days/yr = 29,200 student hrs/yr. Fire Training Pit = 8 hrs/day x 12 PN x 365 days/yr = 35,040 student hrs/yr. Dog Handler = 8 hrs/day x 3 PN x 365 days/yr = 8,760 student hours/yr.

[14] 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

c. Ground Training (cont.)

6. By Category Code Number (CCN), complete the following table for all training facilities aboard the installation in which undergraduate pilot and/or NFO training **is not** conducted. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN.

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: 179-XX

Type Training Facility	Total Number	Design Capacity (PN)[14]	Capacity (Student HRS/YR)
Range Small Arms	1	10	29,200
Fire Trng Pit	1	12	35,040
Dog Handler	1	3	8,760

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived. Range = 8 hrs/day x 10 PN x 365 days/yr = 29,200 student hrs/yr. Fire Training Pit = 8 hrs/day x 12 PN x 365 days/yr = 35,040 student hrs/yr. Dog Handler = 8 hrs/day x 3 PN x 365 days/yr = 8,760 student hours/yr.

[14] 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.

Revised pg

Facilities

c. Ground Training (cont.)

8. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

With present conditions, small arms range could be increased by 25% to 36,500 student hours/year. The Fire Training Pit and the Dog Handler course could be increased by a factor of 3; essentially round the clock operations. Fire Training Pit = 35,040 x 3 = 105,120. Dog Handler = 8,760 x 3 = 26,280 student hours/year.

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

Daylight hours on the small arms range.

10. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training **is not** conducted could be utilized for additional training? Calculate GEC as follows:

GEC = Capacity [A] - Total Requirements [B]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.6.
[B] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.2

CAPACITY (STUDENT HRS/YR) = 73,000 STUDENT HRS/YR
SUM OF OTHER GROUND TRAINING REQUIREMENTS=2,616 STUDENT HRS/YR

GEC = 73,000-2616 = 70,384 STUDENT HRS/YR
PER CENT GROSS EXCESS CAPACITY = 70,384/73,000 X 100% = 96%
OF AVAILABLE PEACETIME TRAINING CAPACITY, 4% IS UTILIZED TODAY, 96% IS EXCESS. OF 96% WHICH IS EXCESS, 100% IS AVAILABLE FOR TRAINING USE. (R

Facilities

c. Ground Training (cont.)

8. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

With present conditions, small arms range could be increased by 25% to 36,500 student hours/year. The Fire Training Pit and the Dog Handler course could be increased by a factor of 3; essentially round the clock operations. Fire Training Pit = 35,040 x 3 = 105,120. Dog Handler = 8,760 x 3 = 26,280 student hours/year.

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

Daylight hours on the small arms range.

10. What percentage of the FY 2001 gross excess capacity (GEC) for each CCN in which undergraduate pilot and/or NFO training **is not** conducted could be utilized for additional training? Calculate GEC as follows:

73,000 - 2,616 = 70,384.

GEC = Capacity [A] - Total Requirements [B]

Key: [A] -- Capacity (Student Hrs/Yr) taken from Facilities question c.6.
[B] -- Sum of Other Ground Training Requirements identified in Mission Requirements question d.2

Revised pg

Facilities

c. Ground Training (cont.)

11. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
171-10	Academic	SF	8,260			
171-20	Applied Inst.	SF	19,669			
171-35	Op Trainer	SF	47,000			
179-20	Applied Inst	SF	900			NALF
179-35	A/C Wpn Target	EA	1			McMullen Target

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12. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?

Revised page

Facilities

c. Ground Training (cont.)

11. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
171-10	Academic	SF	8,260			
171-20	Applied Inst.	SF	19,669			
171-35	Op Trainer	SF	47,000			
~~179-20~~ 171-20	Applied Inst	SF	900			NALF
179-35	A/C Wpn Target	EA	5			McMullen Target AIRSPACE- NAS KINGSVILLE 6312
179-50	Dog Train	EA	1			
179-45	Fire Fighting	EA	1			
179-40	Sm Arms	EA			1	Minor Deficiencies

12. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE: Small Arms Range/CCN 179-40
b. WHAT MAKES IT INADEQUATE? The facility was upgraded in FY93. Criteria changes during/immediately after the upgrade placed the facility in an unusable condition. Work involves the provision for additional protection against ricochet.
c. WHAT USE IS BEING MADE OF THE FACILITY? Not in operation.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? The cost to upgrade to adequate is $50,000.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None.

Facilities

c. Ground Training (cont.)

11. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
171-10	Academic	SF	8,260			
171-20	Applied Inst.	SF	19,669			
171-35	Op Trainer	SF	47,000			
179-20	Applied Inst	SF	900			NALF
179-35	A/C Wpn Target	EA	5			McMullen Target
179-50	Dog Train	EA	1			
179-45	Fire Fighting	EA	1			
179-40	Sm Arms	EA			1	Minor Deficiencies

12. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE: Small Arms Range/CCN 179-40
b. WHAT MAKES IT INADEQUATE? The facility was upgraded in FY93. Criteria changes during/immediately after the upgrade placed the facility in an unusable condition. Work involves the provision for additional protection against ricochet.
c. WHAT USE IS BEING MADE OF THE FACILITY? Not in operation.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? The cost to upgrade to adequate is $50,000.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None.

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: A contract to correct deficiencies is expected to be awarded in Sep 94.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? Yes.

Revised pg

Facilities

c. Ground Training (cont.)

13. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training **is not** conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
179-40	Small Arms Range	EA			1	Not Certified
179-50	Fire Trng Pit	EA	1			
179-50	Dog Handler	EA	1			

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14. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE: Small Arms Range/CCN 179-40
b. WHAT MAKES IT INADEQUATE? Not certified by NAVFACENGCOM to adequate due to criteria change.
c. WHAT USE IS BEING MADE OF THE FACILITY? None.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? $50,000.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: Year end FY94 Swing programmed.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? No.

Revised page

Facilities

c. Ground Training (cont.)

13. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training is not conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
179-40	Small Arms Range (PISTOL)	EA			1	Not Certified
179-45	Fire Trng Pit	EA	1			
179-50	Dog Handler	EA	1			

14. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE: Small Arms Range/CCN 179-40
b. WHAT MAKES IT INADEQUATE? Not certified by NAVFACENGCOM to adequate due to criteria change.
c. WHAT USE IS BEING MADE OF THE FACILITY? None.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? $50,000.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: Year end FY94 Swing programmed.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? No.

Facilities

c. Ground Training (cont.)

13. For facilities with category codes 171-xx, 179-xx and any other CCN's in which student pilot and/or NFO training **is not** conducted, provide the amount of adequate, substandard, and inadequate facilities in terms of square feet and number of students.

CCN	Facility Type	Units of Measure	Adequate	Substandard	Inadequate	Comments
179-40	Small Arms Range	EA			1	Not Certified
179-45	Fire Trng Pit	EA	1			
179-50	Dog Handler	EA	1			

14. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE: Small Arms Range/CCN 179-40
b. WHAT MAKES IT INADEQUATE? Not certified by NAVFACENGCOM to adequate due to criteria change.
c. WHAT USE IS BEING MADE OF THE FACILITY? None.
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? $50,000.
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? None.
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: Year end FY94 Swing programmed.
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? No.

Features and Capabilities

b. Housing and Messing (cont.)

9. Provide data on the messing facilities assigned to your current plant account.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
NONE*								

*Messing is provided through agreement with the local NAFI Consolidated Club.

10. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
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?

Features and Capabilities

b. Housing and Messing (cont.)

11. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
NONE*								

*Messing will be provided through agreement with local NAFI Consolidated Club.

12. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
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?

Command: **NAS Kingsville**

Data Call Number Two

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

4/28/94
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 (Please type or print)

Signature

Acting
Title

5 MAY 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
Title

15 April 1994
Date

TRAINING AIR WING TWO
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

22 APR 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

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

J. D. MAXEY, CAPT, USN
NAME

COMMANDING OFFICER
Title

NAS KINGSVILLE, TX
Activity

J. D. Maxey
Signature

15 April 1994
Date

Revision

Command: **NAS Kingsville**

Data Call Number ~~Two Revisions~~
(11, 22, 26, 28, & 51)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

J. D. Anderson
Signature

Acting
Title

6/1/94
Date

CNET
Activity

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

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

J. B. GREELE JR
NAME

J B Greele Jr
Signature

ACTING
Title

6/8/94
Date

Encl (2)

Revision

BRAC-95 DATA CALL 2
NAS KINGSVILLE UIC 60241

CNATRA REVISIONS OF 5/18/94, PAGES 11,22,26,28,& 51

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)

P R Statskey
Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Command: **NAS Kingsville**

Data Call Number Two Revisions
(Pages 42, 42A, 42B, and 43)

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

MAJOR CLAIMANT LEVEL

PAUL E. TOBIN
NAME

Signature

CNET
Title

28 JUN 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)

R. R. SAREERAM
NAME

Signature

ACTING
Title

30 JUN 1994
Date

NAS KINGSVILLE TX
REVISION TWO TO DATA CALL TWO, PGS 42, 42A, 42B, 43

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

20JUN94
Date

Naval Air Training Command
Activity

N60241

NAS KINGSVILLE TX
REVISION TWO TO DATA CALL TWO, PGS 42, 42A, 42B, 43

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

NEXT ECHELON LEVEL (if applicable)

J. L. MARKSBURY, CDR, USN
NAME (Please type or print)

Signature

ACTING COMMANDER
Title

15 June 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION TWO TO DATA CALL TWO, PGS 42, 42A, 42B, 43

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

6/15/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

N60241

226

Command: **NAS Kingsville**

Data Call Number Two Revisions
(Pages 11, 13, 42, 43, 43A, 43B, 44, 46, and 48)

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

15 JUN 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)

R. R. SAREERAM
NAME

Signature

ACTING
Title

27 JUN 1994
Date

Encl (2)

BRAC-95 DATA CALL 2
NAS KINGSVILLE UIC 60241

REVISION IRT BSAT MEMO OF 31 MAY 94 (MAJ GERKE), PAGES 11,13,42,43,43A,43B,44,46 & 48 (OF 6/7/94)

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

Signature

Chief of Naval Air Training (ACTING)
Title

10 JUN 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

DC #2 Revision
pages 11, 13, 42, 43, 43A, 43B,
44, 46, + 48)

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
Title

7 June 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

DC #2 Revision
pages
11, 13, 42, 43, 43A, 43B,
44, 46, + 48

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

R. L. NELSON, CDR, USN
NAME (Please type or print)

Signature

ACTING COMMANDING OFFICER
Title

7 Jun 94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

N60241

Command: **NAS Kingsville**

Data Call Number Two Revisions
(Pages 9, 42A, 42B, 43, 45, 46, and 48)

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	7/20/94
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)

W. A. EARNER	
NAME	Signature
	8/3/94
Title	Date

BRAC 95 DATA CALL 2
NAS KINGSVILLE UIC 60241

STATION REVISIONS OF 7/12/94 (IRT BSAT LTR OF 30 JUN 94-MAJ GERKE), PAGES 43 & 45

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 15 JUL 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

NAS KINGSVILLE TX
REVISION 4 TO DATA CALL 2, PGS 43, 45

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
Title

12 July 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 4 TO DATA CALL 2, PGS 43, 45

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

3/12/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

BRAC 95 DATA CALL 2
NAS KINGSVILLE UIC 60241

STATION REVISIONS OF 7/8/94 (IRT BSAT LTR OF 30 JUN 94-MAJ GERKE), PAGES 9,42A, 42B,43,45,46 & 48

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training (Acting)
Title

Date 15 JULY 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

NAS KINGSVILLE TX
REVISION 3 TO DATA CALL 2 PGS 9, 42A, 42B, 43, 45, 46, 48

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
Title

8 July 1994
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 3 TO DATA CALL 2 PGS 9, 42A, 42B, 43, 45, 46, 48

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

7/8/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

N60241

Command: **NAS Kingsville**

Data Call Number Two Revisions
(Pages 24 and 50)

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	PEH
NAME	Signature
ACTING	18 AUG 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.	JB Greene Jr
NAME	Signature
ACTING	22 AUG 1994
Title	Date

BRAC-95 DATA CALL 2
NAS KINGSVILLE UIC 60241

STATION REVISIONS OF 8/02/94, PAGES 24 & 50

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

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

NAS KINGSVILLE TX
REVISION 5 TO DATA CALL 2
PGS 24(R) AND 50(R)

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

NEXT ECHELON LEVEL (if applicable)

J. L. MARKSBURY, CDR, USN
NAME (Please type or print)

Signature

ACTING COMMANDER
TITLE

3 August 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 5 TO DATA CALL 2
PGS 24(R) AND 50(R)

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

8/3/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

226

Command: **NAS Kingsville**

Data Call Number Two Revisions
(Pages 7, 7A, and 8)

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

PET
Signature

Acting
Title

06 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)

W. A. EARNER
NAME

WEarner
Signature

Title

9/8/94
Date

BRAC 95 DATA CALL 2
NAS KINGSVILLE UIC 60241

REVISIONS OF 8/19/94, PGS 7,7A & 8

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 26 Aug 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

NAS KINGSVILLE TX
REVISION 3, DC2, PGS 7, 7A, 8

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
TITLE

19 Aug 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 3, DC2 PGS 7, 7A, 8

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

8/19/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

R

60241

Facilities
Base Infrastructure and Investment

19. List the project number, description, funding year, and value of the capital improvements at your base (beneficial occupancy) during 1988 to 1994. Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 19.1 Capital Improvement Expenditure

Project Number	Description	Fund Year	Value
P-224	Jet Engine Test Cell	87	3,552,000
P-218	Fire Alarm System	87	349,000
P-234	T-45 Aircraft Maint. Facility	88	7,156,000
P-951	Aircraft Power Check Pads	88	525,000
P-210	Commissary	92	2,383,000

None of the above were the result of BRAC realignments or closures.

20.a. List the project number, description, funding year, and value of the non-BRAC related capital improvements planned for years 1995 through 1997.

Table 20.1 Planned Capital Improvements

Project Number	Description	Fund Year	Value
P-206	Electrical Dist System	92	1,511,000
P-928	ROTHR (Over the Horizon Radar)	93	5,533,000
P-236	Corrosion Control Facility	93	7,001,000
P-240	Operational Trainer Addition	94	1,500,000
P-250	Lighting Improvements	95	1,019,000
P-247	Building Controls	95	500,000
P-228	Air Operations Addition	~~96~~ 95	2,900,000

CNATRA N443 JGC
9/20/94

R

20.b. List the project number, description, funding year, and value of the BRAC related capital improvements planned/programmed for 1995 through 1999.

Table 20.2 Planned Capital Improvements

Project Number	Description	Fund Year	Value
N/A	N/A	N/A	N/A

R

60241

06 Sep 1994

We need clarification and/or additional data on several questions in Data Call Two: Capacity for Training Air Stations

1. Whiting Field needs to resubmit their response to question 5 in b. Flight Training/Mission Requirements section. The question asks for the size of the airspace block required per student for each stage of training. It looks like Whiting Field reported the entire amount of airspace available. Whiting Field needs to estimate what the airspace requirements are for each stage. The data they report for primary training should be similar to what Corpus Christi reported in their data call.

NOT APPLICABLE TO NAS KINGSVILLE.

2. For those activities that reported the number of flights per pilot for Familiarization and Night Familiarization combined (in question 1 in the Flight Training/Mission Requirements section), we need them to break out how many of those flights are for Familiarization and how many are for Night Familiarization.

NOT APPLICABLE. BROKEN OUT IN ORIGINAL DATA CALL 2.

3. NAS Pensacola needs to include the requirements for WSOs in questions 2, 4 (the revised version sent to CNATRA question), and 6 in the Flight Training/Mission Requirements section.

NOT APPLICABLE TO NAS KINGSVILLE.

4. For flight training conducted in general airspace, activities did not report the size of the block of airspace required. This is okay if that stage of training only requires flying from one point to another. However, if it requires a designate block of airspace that would preclude other students from flying within that block, then we need the block dimensions.

NOT APPLICABLE. GENERAL AIRSPACE NOT LISTED AS A TYPE OF AIRSPACE UTILIZED AT NAS KINGSVILLE.

R

60241

Addendum to Data Call Two; Capacity for Training Air Stations

1. For each type and level of pilot training, give the number of planes that are required per PTR (e.g., if it takes 40 planes to train 200 students (including overhead), then the requirement is .2 (40/200) planes per PTR). Give best estimates for JPATS.

Type of Training	Level of Pilot Training	Trainer Aircraft	Number of Planes per PTR
General	Primary	T-34C	N/A
		JPATS	N/A
Strike	Intermediate	T-2	N/A
	Advanced	T-45	.23925
	TS	T-45	~~.363~~ .35924
E2/C2	Intermediate	T-44	N/A
	Advanced	T-2	N/A
Maritime	Intermediate	T-34C	N/A
		JPATS	N/A
	Advanced	T-44	N/A
Rotary Wing	Intermediate	T-34C	N/A
		JPATS	N/A
	Advanced	TH-57	N/A

CNATRA N3
9-14-94

per Peacetime planning factors dtd 15 APR 94

R

60241

2. For each type and level of NFO training, give the number of planes that are required per NFOTR (e.g., if it takes 40 planes to train 200 students (including overhead), then the requirement is .2 (40/200) planes per NFOTR).

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Type of Pilot Training	Level of Pilot Training	Trainer Aircraft	Number of Planes per PTR
General	Primary	T-34C	N/A
		JPATS	N/A
	Intermediate	T-34C	N/A
		JPATS	N/A
		T-39	N/A
		T-2	N/A
RIO	Advanced	T-39	N/A
		T-2	N/A
OJN	Advanced	T-39	N/A
		T-2	N/A
TN	Advanced	T-39	N/A
		T-2	N/A
WSO	Advanced	T-39	N/A
		T-2	N/A
NAV	Advanced	T-43	N/A

R

60241

3. For each type and level of pilot training, give the instructor-to-student ratio.

Type of Pilot Training	Level of Pilot Training	Instructor-to-Student Ratio
General	Primary	N/A
	Intermediate	N/A
	Advanced T-45	~~1/3.4~~ ~~or~~ .29793
	TS T-45	~~1/2.5~~ .40882
E2/C2	Intermediate	N/A
	Advanced	N/A
Maritime	Intermediate	N/A
	Advanced	N/A
Rotary Wing	Intermediate	N/A
	Advanced	N/A

4. For each type and level of NFO training, give the instructor-to-student ratio.

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Type of NFO Training	Level of NFO Training	Instructor-to-Student Ratio
General	Primary	N/A
	Intermediate	N/A
RIO	Advanced	N/A
OJN	Advanced	N/A
TN	Advanced	N/A
WSO	Advanced	N/A
NAV	Advanced	N/A

2

CNATRA N3

9-14-94

per PERCENTAGE PLANNING factors dtd 15 Apr 94

R

60241

5. For each type and level of pilot training, give the historic percentage of overhead flights (i.e., the percent of overhead flights relative to number of flight by graduating students). For example, if in 1992 graduating students flew 2000 flights and there were 500 overhead flights, then the percentage of overhead flights would be (500/2000) x 100 - 25%.

Type of Pilot Training	Level of Pilot Training	Percent of Overhead Flights
General	Primary	N/A
	Intermediate	N/A
	Advanced T-45	42*
	Int & Adv TS T-45	34*
E2/C2	Intermediate	N/A
	Advanced	N/A
Maritime	Intermediate	N/A
	Advanced	N/A
Rotary Wing	Intermediate	N/A
	Advanced	N/A

*Based upon CNATRA Planning Guidelines (Estimates only).

Estimates based on percentage of hours/overhead.

2
CNATRA
9-14-94

6. For each type and level of NFO training, give the historic percentage of overhead flights (i.e., the percent of overhead flights relative to number of flights by graduating students). For example, if in 1992 graduating students flew 2000 flights and there were 500 overhead flights, then the percentage of overhead flights would be (500/2000) x 100 = 25%.

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Type of NFO Training	Level of NFO Training	Percent of Overhead Flights
General	Primary	N/A
	Intermediate	N/A
RIO	Advanced	N/A
OJN	Advanced	N/A
TN	Advanced	N/A
WSO	Advanced	N/A
NAV	Advanced	N/A

Command: **NAS Kingsville**

Data Call Number Two Revision
(Page 52)

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

Signature

19 SEP 1994
Date

Acting
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

9/23/94
Date

Title

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 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

NAS KINGSVILLE TX
REVISION 9, DC 2, PG 52

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
TITLE

8 Sep 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 9, DC 2, PG 52

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

J. D. Maxey

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

Signature

9/8/94

COMMANDING OFFICER
Title

Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

Command: **NAS Kingsville**

Data Call Number Two Revisions
(Pages 26, 26A, 42, and 43)

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

10/4/94
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 (2)

BRAC-95 DATA CALL-2
NAS KINGSVILLE UIC-60241
REV. 2 SEPT. 94, PGS 42&43

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)

W B Hayden
Signature

Chief of Naval Air Training
Title

7SEP94
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 (2)

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 7SEP94

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 (1)

NAS KINGSVILLE TX
REVISION 8, DC 2, PG 42, 43

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
TITLE

6 Sep 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 7, DC2, PGs 26R, 26A

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
TITLE

26 Aug 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 8, DC 2, PGS 42, 43

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

9/2/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
REVISION 7, DC2, PGS 26R, 26A

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

8/25/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

Command: **NAS Kingsville**

Data Call Number Two Revisions
(Pages 1, 2, and A-1 - A-6)

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

9/27/94
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

BRAC 95 DATA CALL 2
NAS KINGSVILLE UIC 60241
ADD. OF 9/19/94

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

Date 22 Sept 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 DATA CALL 2
NAS KINGSVILLE UIC 60241
ADD OF 9/8/94 PGS A-3 THROUGH A-6

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

Date 22 Sept 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

NAS KINGSVILLE TX
ADDENDUM 1 DC2 19 SEP 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)

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

SLCounts
Signature

COMMANDER
TITLE

19 Sep 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
ADDENDUM, DC2, PGS A-1 THRU A-6

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
TITLE

8 Sep 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
ADDENDUM 1, DC2 19 SEP 94

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

19 Sep 94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
ADDENDUM, DC2, PGS A-1 THRU A-6

BRAC-95 CERTIFICATION

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

8 SEP 94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

Command: **NAS Kingsville**

Data Call Number Two Revisions
(Pages 11, 11A, 12, 20, 20A, and 43)

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)

BRAC 95 DATA CALL 2
NAS KINGSVILLE UIC 60241

STATION REVISIONS OF 9/9/94, PGS20 & 20A

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

19SEP94
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 DATA CALL 2
NAS KINGSVILLE UIC 60241
REV OF 9/15/94 PGS 11,11A, 12&43

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

19SEP94
Date

Naval Air Training Command
Activity

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MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

NAME (Please type or print)

Signature

Title

Date

NAS KINGSVILLE TX
REVISION 11, DC2, PGS 11, 11A, 12 AND 43

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
TITLE

9/16/94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 10, DC2, PGS 20 AND 20A

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
TITLE

9/13/94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 11, DC2, PGS 11, 11A, 12 AND 43

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Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

9/15/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
REVISION 10, DC2, PGS 20 AND 20A

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

6/12/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

19 April 1994

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEET FOR
TRAINING AIR STATION: KINGSVILLE, TEXAS

Category .....Education and Training
Sub-category .....Training Air Stations
Types .....Navy and Marine Corps Training Air Stations and Facilities

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

TRAINING AIR STATION LISTING:

Type	Title	Location
AIR STATION	NAS PENSACOLA	PENSACOLA FL
AIR STATION	NAS CORPUS CHRISTI	CORPUS CHRISTI TX
AIR STATION	NAS MERIDIAN	MERIDIAN MS
AIR STATION	NAS KINGSVILLE	KINGSVILLE TX
AIR STATION	NAS WHITING FIELD	MILTON FL

Mission Requirements 1
A. Undergraduate Pilot/NFO Training 1
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A. Proximity to Operational Mission Areas 39
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Mission Requirements

A. Undergraduate Pilot/NFO Training

1. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your air station. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your air station .

Level/Type Training	Yes/No	PTR/NFOTR		
		FY 91	FY 92	FY 93
Officer Candidate Training	No			
Aviation Pre-flight Indoc	No			
Primary Pilot	No			
Intermediate Strike	Yes	134	144	147
Advanced Strike	Yes	137	101	141
Intermediate E2/C2	No			
Advanced E2/C2	No			
Intermediate Maritime (T-34C)	No			
Advanced Maritime	No			
Intermediate Helo (T-34C)	No			
Advanced Helo	No			
Primary NFO	No			
Intermediate NFO	No			
Tactical Navigator (TN/BN)	No			
Radar Intercept Officer (RIO)	No			
Overwater Jet Navigator (OJT)	No			

Mission Requirements

A. Undergraduate Pilot/NFO Training (cont.)

2. Indicate in the table below which other types of undergraduate pilot and NFO training (if any) were conducted at your air station during the past ten years (i.e., since FY 1984) and give the year when each type training ended.

Type/Level Training	Yes/No	Year Training Ended
Officer Candidate Training	NO	
Aviation Pre-flight Indoc	NO	
Primary Pilot	NO	
Intermediate Strike	~~NO~~ YES	ONGOING
Advanced Strike	~~NO~~ YES	ONGOING
Intermediate E2/C2	NO	
Advanced E2/C2	NO	
Intermediate Maritime (T-34C)	NO	
Advanced Maritime	NO	
Intermediate Helo (T-34C)	NO	
Advanced Helo	NO	
Primary NFO	NO	
Intermediate NFO	NO	
Advanced Navigator (NAV)	NO	
Tactical Navigator (TN/BN)	NO	
Radar Intercept Officer (RIO)	NO	
Overwater Jet Navigator (OJT)	NO	
Airborne Tactical Data System (ATDS)	NO	

CNATRA N3

Mission Requirements

B. Other Training

1. Using the categories identified below, list all other officer training (i.e., non-undergraduate pilot/NFO training) by activity conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

Other Officer Training							
	FY 1993 Throughput (students per year)						
Activity Name	OA	IS	SP	FO	PD	Other	AOB
Strike Instructor Trng School	NA	NA	49	NA	NA	NA	12.94
(Includes NTPS support)	NA	NA	NA	NA	NA	NA	NA

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N4B3
2 MAY 94

Training Categories:
OA (Officer Acquisition) IS (Initial Skills) PD (Professional Development)
SP (Skills Progression) FO (Functional Officer)

Formula: $\frac{49 \times 66}{250}$ equals 12.94

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput (OA+IS+SP+FO+PD) x Avg Number of days each student was aboard}}{250}$$

Mission Requirements

B. Other Training (cont.)

2. Using the categories given below, list all enlisted training conducted at your air station. For each type training, give the FY 1993 throughput in terms of number of students trained that year. Also give the average number of students on board (AOB) for each activity.

Enlisted Training						
	FY 1993 Throughput (Students per Year)					
Activity Name	A	IS	SP	FE	PD	AOB
None						

Training Categories:

A (Apprentice) SP (Skills Progression) PD (Professional Development)
IS (Initial Skills) FE (Functional Enlisted)

Use the following formula to calculate "AOB:"

$$\frac{\text{Activity Throughput (OA+IS+SP+FO+PD) x Avg Number of days each student was aboard}}{250}$$

Mission Requirements

B. Other Training (cont.)

3. List all ground combat units that train at this air station.

Ground Unit	Training Function / Training Facilities Used
ARMY	467TH SPLY SERV BTTLN CONDUCTS GRND NAV/MAPPING
ARMY	2 BN/141 INF NATL GUARD CONDUCTS BIVOUAC/GROUND MOVEMENT

4. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this air station.

Operational Unit	Training Function / Training Facilities Used
NAVY	RESERVE PILOTS DRILL WITH TW-2 AIRCRAFT
NAVY	MOMAG 15 SUPPORTS MINE COUNTERMEASURES

5. List all requirements the air station or its tenants have to support fleet training of other Navy and Marine Corp forces (e.g., ground force training, battle group exercise, etc.)

Forces	Location/ Distance	Type of Support	Frequency
None			

Revision 1

Mission Requirements

C. Operational Squadron Support

1 List the fleet operational (active or reserve) or special squadrons based at your air station. Include any programmed additions or deletions through FY 1997.

Squadron Name	Aircraft Type(s)	Mission
None		

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your air station.

Service/Agency/ Custodian	Aircraft Type(s)	Mission
~~None~~ US NAVY/TW2	T-45	STRIKE TRAINING CNATRA N3 5/18/94

3. List the types and number of transient aircraft supported at this air station during FY 1993 and describe the training and/or military missions conducted by these aircraft while stationed here.

Types of Aircraft	Description of Frequency, Quantity and Primary Mission
T-44,T-34,T-38 T-39,T-37	Periodic/ 11,7,67,6,1 respectively / Undergraduate pilot training
A4,A6,AV8,F14 F16,F18,S3,T2, SH60,T43	Periodic / 21,13,12,10,4,12,2,1,4,1 respectively / Transient
AH64,OH6,OH5 8,UH1	Annual / 5,1,17,11 respectively / JTF-6 support

DEPARTMENT OF THE NAVY 3459 COPIER

Mission Requirements

C. Operational Squadron Support

1 List the fleet operational (active or reserve) or special squadrons based at your air station. Include any programmed additions or deletions through FY 1997.

Squadron Name	Aircraft Type(s)	Mission
None		

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your air station.

Service/Agency/ Custodian	Aircraft Type(s)	Mission
None		

3. List the types and number of transient aircraft supported at this air station during FY 1993 and describe the training and/or military missions conducted by these aircraft while stationed here.

Types of Aircraft	Description of Frequency, Quantity and Primary Mission
T-44,T-34,T-38 T-39,T-37	Periodic/ 11,7,67,6,1 respectively / Undergraduate pilot training
A4,A6,AV8,F14 F16,F18,S3,T2, SH60,T43	Periodic / 21,13,12,10,4,12,2,1,4,1 respectively / Transient
AH64,OH6,OH5 8,UH1	Annual / 5,1,17,11 respectively / JTF-6 support

C9,C12,C130 FALCON	Periodic / 79,26,12,1 respectively / NALO, AF Reserve, USCG

Mission Requirements

C. Operational Squadron Support (cont.)

4. 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 take-off, landing, or approach without a landing.

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

5. 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 (eg., radars, trucks, etc.).

Type of Unit	Number of Units	Mission	Equipment Items
None			

[1]Include only days when the air station operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

[2]Include FY 1994 data through 31 March 1994.

Mission Requirements

D. 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 air station.

Managed Training Assets	Management Role
Kingsville	~~ATCAA~~ Air Traffic Control (APPROACH CONTROL TERMINAL FACILITY)
NALF Orange Grove	Schedule/Control/Staff
McMullen Target	Schedule/Control/Staff
Kingsville 1 & 2 MOA	Schedule/Operate
Chase 1,2 & 3 MOA	Schedule/Operate
R-6312	Schedule/Operate
IR 135/136/166/167/~~168~~ 148, 149, 147	Schedule/Operate
A632C	SCHEDULE/OPERATE
VR 151,168	Schedule/Operate

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

Asset	Installation	Reason for Consideration
~~None~~		
NALF ORANGE GROVE	NAS CORPUS CHRISTI	PROXIMITY
McMULLEN TARGET	NAS CORPUS CHRISTI	PROXIMITY
ALL MOA's	NAS CORPUS CHRISTI	PROXIMITY
R-6312	NAS CORPUS CHRISTI	PROXIMITY
MTR's	NAS CORPUS CHRISTI	PROXIMITY

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Mission Requirements

E. General Military Support

1. Does this air station currently support any joint services (i.e. counter-narcotics) air operations? If so, explain. Yes. Operations from NAS Kingsville include:

- JTF 6 Counter Narcotics Task Force
- US Border Patrol Regional Headquarters
- Joint Relocatable Over the Horizon Radar (ROTHR) installation
- McMULLEN TARGET RANGE IS USED BY OTHER DOD AND NON-DOD UNITS

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(a) If applicable, give the type and number of aircraft based at your air station that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.
FOLLOWING AIRCRAFT DEPLOY TO NAS KINGSVILLE IN SUPPORT OF JTF-6.

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

G.P. Martin CNET N443 2 MAY 94 PER 2 MAY PHONCON W/ MS BARTOW, NASK.

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

Equipment/Facility	Function
ROTHR	Over the horizon drug traffic surveillance

2. Does this air station have a role in national air defense or any other war or peace time defense plans? If so, explain.

~~No~~

YES.

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1. AIR STATION IS COVERED UNDER "OPEN SKIES" TREATY.

2. UNDER SCATANA, A PLAN EXIST TO DEACTIVATE NAVIGATIONAL AIDS.

Mission Requirements

E. General Military Support (cont.)

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

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Provide ATC Approach Control services for six local civilian airports, NAS Kingsville and NALF Orange Grove.

4. Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP).

Provide surge class V Strike Pilot Training.

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

None.

6. Are any new military missions planned for this air station? No.

Mission Requirements

F. Other Support

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

Provide Search and Rescue Support services for missing/down aircraft within assigned airspace boundaries.

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

NOCD provides weather service for Training Air Wing Two operations.

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Yes. Climatology data is provided to Texas A&M University at Kingsville, the Kingsville Independent School District, the USDA and the Chamber of Commerce. Others on an "as needed basis".

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

Yes. U. S. Border Patrol Regional Office is scheduled to reside and operate out of NAS Kingsville in June 1994.

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi: of your air station. For each piece of airspace, provide the following data:

Airspace Designator: Kings 1

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA / ATCAA
b. Dimensions (nmi. x nmi. x ft) 80 X 70 X ~~27000~~ 8000-FL350
c. Distance from main airfield 10 nm 3
d. Time en route from main airfield ~~2~~ min
e. Controlling agency Houston Center
f. Scheduling agency TW-2
g. Are canned/stereo airways needed to access air space? ~~Yes~~ NO
   - If so, how many? ~~10~~
   - If so, what types (i.e., IMC, VMC, or altitude reservation)? ~~IFR~~
h. Is the airspace under radar coverage? Yes
i. Is the airspace under communications coverage? Yes
j. Number of low level airways (below 18,000 ft) that bisect airspace None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace One
l. Number of sorties flown in FY 1993
   - By Navy 12,171
   - By other services (including reserves and national guard) Unknown
m. Percent of sorties cancelled due to weather. ~~Unknown~~ Seattle weather cancellation rate data not kept by airspace. Accurate data not available.
n. Number of available daylight hours in FY 1993 ~~4,680~~ 2923
o. Number of scheduled hours in FY 1993
   - By Navy 2,948
   - By other services (including reserves and national guard) Unknown
p. Number of hours used
   - By Navy 2,948
   - By other services (including reserves and national guard) Unknown
q. Types of training permitted All required for strike except ONAV, CARQUAL, and weapons.

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: Kings 2

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA/ATCAA
b. Dimensions (nmi. x nmi. x ft) 19 X 23 X ~~27000~~ 13000 - FL350
c. Distance from main airfield Overhead
d. Time en route from main airfield ~~1~~ 2 min
e. Controlling agency Houston Center
f. Scheduling agency TW-2
g. Are canned/stereo airways needed to access air space? ~~Yes~~ NO
   - If so, how many? ~~1~~
   - If so, what types (i.e., IMC, VMC, or altitude reservation)? ~~IFR~~
h. Is the airspace under radar coverage? Yes
i. Is the airspace under communications coverage? Yes
j. Number of low level airways (below 18,000 ft) that bisect airspace None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace One
l. Number of sorties flown in FY 1993
   - By Navy 12,171
   - By other services (including reserves and national guard) Unknown
m. Percent of sorties cancelled due to weather. Unknown
n. Number of available daylight hours in FY 1993 ~~4,680~~ 2923
o. Number of scheduled hours in FY 1993
   - By Navy 2,948
   - By other services (including reserves and national guard) Unknown
p. Number of hours used
   - By Navy 2,948
   - By other services (including reserves and national guard) Unknown
q. Types of training permitted All required for strike except ONAV, CARQUAL, weapons, TAC form, ACM, and gunnery.

2 CNATRA N3

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Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: Chase 1

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA/ATCAA
b. Dimensions (nmi. x nmi. x ft) 45 X 45 X ~~24000~~ 11000 - FL350
c. Distance from main airfield 30 nm
d. Time en route from main airfield 6 min
e. Controlling agency Houston Center
f. Scheduling agency TW-2 — 2 / CNATRA N3
g. Are canned/stereo airways needed to access air space? ~~Yes~~ NO
   - If so, how many? ~~2~~
   - If so, what types (i.e., IMC, VMC, or altitude reservation)? ~~IFR~~
h. Is the airspace under radar coverage? Yes
i. Is the airspace under communications coverage? Yes
j. Number of low level airways (below 18,000 ft) that bisect airspace None
k. Number of high altitude airways (above 18,000 ft) that bisect airspace One
l. Number of sorties flown in FY 1993
   - By Navy 120
   - By other services (including reserves and national guard) Unknown
m. Percent of sorties cancelled due to weather. Unknown
n. Number of available daylight hours in FY 1993 ~~4,940~~ 2923
o. Number of scheduled hours in FY 1993
   - By Navy 238
   - By other services (including reserves and national guard) Unknown
p. Number of hours used
   - By Navy 238
   - By other services (including reserves and national guard) Unknown
q. Types of training permitted All required for strike except ONAV, CARQUAL, weapons and gunnery.

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: Chase 2

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA / ATCAA
b. Dimensions (nmi. x nmi. x ft) 38 X 24 X 26000
c. Distance from main airfield 70 nm
d. Time en route from main airfield 14 min
e. Controlling agency Houston Center
f. Scheduling agency TW-2
g. Are canned/stereo airways needed to access air space? Yes
   - If so, how many? 1
   - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
h. Is the airspace under radar coverage? Yes
i. Is the airspace under communications coverage? Yes
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. Number of sorties flown in FY 1993
   - By Navy 120
   - By other services (including reserves and national guard) Unknown
m. Percent of sorties cancelled due to weather. Unknown
n. Number of available demilitarized hours in FY 1993 ~~4,940~~ 2923
o. Number of scheduled hours in FY 1993
   - By Navy 238
   - By other services (including reserves and national guard) Unknown
p. Number of hours used
   - By Navy 238
   - By other services (including reserves and national guard) Unknown
q. Types of training permitted All required for strike except ONAV, CARQUAL, weapons and gunnery.

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CNATRA N3

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: Chase 3

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MOA / ATCAA
b. Dimensions (nmi. x nmi. x ft) 52 X 58 X ~~27000~~ 8000 - FL350
c. Distance from main airfield 30 nm
d. Time en route from main airfield 6 min
e. Controlling agency Houston Center
f. Scheduling agency TW-2
g. Are canned/stereo airways needed to access air space? Yes
   - If so, how many? 2
   - If so, what types (i.e., IMC, VMC, or altitude reservation)? IFR
h. Is the airspace under radar coverage? Yes
i. Is the airspace under communications coverage? Yes
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. Number of sorties flown in FY 1993
   - By Navy 300
   - By other services (including reserves and national guard) Unknown
m. Percent of sorties cancelled due to weather. Unknown
n. Number of available daylight hours in FY 1993 ~~4,940~~ 2423
o. Number of scheduled hours in FY 1993
   - By Navy 997
   - By other services (including reserves and national guard) Unknown
p. Number of hours used
   - By Navy 997
   - By other services (including reserves and national guard) Unknown
q. Types of training permitted All required for strike except ONAV, CARQUAL, and weapons.

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. 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
b. Dimensions (nmi. x nmi. x ft) 93 X 125 X ~~45000~~ SURF - FL450
c. Distance from main airfield 40 nm
d. Time en route from main airfield 8 min
e. Controlling agency Houston Center
f. Scheduling agency NAS Corpus Christi
g. Are canned/stereo airways needed to access air space? No
   - If so, how many? N/A
   - If so, what types (i.e., IMC, VMC, or altitude reservation)? N/A
h. Is the airspace under radar coverage? Yes
i. Is the airspace under communications coverage? Yes CNATRA N3
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. Number of sorties flown in FY 1993 7,958
   - By Navy Unknown
   - By other services (including reserves and national guard) Unknown
m. Percent of sorties cancelled due to weather. Unknown
n. Number of available hours in FY 1993 Continuous
o. Number of scheduled hours in FY 1993 ~~4,546~~
   - By Navy ~~Unknown~~ 4546
   - By other services (including reserves and national guard) Unknown
p. Number of hours used ~~3,274~~
   - By Navy ~~Unknown~~ 3274
   - By other services (including reserves and national guard) Unknown
q. Types of training permitted All required for strike except ONAV and weapons.

Facilities

A. Air Space and Flight Training Areas

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator:A-632C

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) Alert Area
b. Dimensions (nmi. x nmi. x ft) 519 sq nm X ~~18000~~ SURF - FL 180 CNATRA N3
c. Distance from main airfield Overhead
d. Time en route from main airfield 1 min
e. Controlling agency Houston Center
f. Scheduling agency None. Continuous airspace.
g. Are canned/stereo airways needed to access air space? No
   - If so, how many? N/A
   - If so, what types (i.e., IMC, VMC, or altitude reservation)? N/A
h. Is the airspace under radar coverage? Yes
i. Is the airspace under communications coverage? Yes
j. Number of low level airways (below 18,000 ft) that bisect airspace 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace None
l. Number of sorties flown in FY 1993
   - By Navy Unknown
   - By other services (including reserves and national guard) Unknown
m. Percent of sorties cancelled due to weather. Unknown
n. Number of available hours in FY 1993 Continuous
o. Number of scheduled hours in FY 1993
   - By Navy Unknown
   - By other services (including reserves and national guard) Unknown
p. Number of hours used
   - By Navy Unknown
   - By other services (including reserves and national guard) Unknown
q. Types of training permitted Strike initial stage familiarization, formation and night formation.

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: IR-135

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR) MTR
b. Dimensions (nmi. x nmi. x ft) ~~8 NM WIDE, 3000' X 9000'~~ variable
c. Distance from main airfield 19 NM
d. Time en route from main airfield 5 MIN
e. Controlling agency HOUSTON CENTER
f. Scheduling agency NAS KINGSVILLE/COMTRAWING TWO
g. Are canned/stereo airways needed to access air space? NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

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h. Is the airspace under radar coverage? YES
- If so who provides the coverage? HOUSTON CENTER
i. Is the airspace under communications coverage? YES
- If so who provides the coverage? HOUSTON CENTER
j. Number of low level airways (below 18,000 ft) that bisect airspace IR-147, IR-166, IR-167
k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A
l. Total number of sorties/movements flown in FY 1990 thru 1993 1,095
- By your service 1,090
- By other services (including reserves and national guard) 5
m. Total number of available hours in FY 1990 thru 1993 17,520
n. Total number of scheduled hours in FY 1990 thru 1993 1,095
- By your service 1,090
- By other services (including reserves and national guard) 5
o. Total number of hours used
- By your service 1,021
- By other services (including reserves and national guard) 1.2
p. Types of training permitted ROAD RECON AND SIMULATED ATTACKS

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: IR-136

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

b. Dimensions (nmi. x nmi. x ft) ~~5 NM WIDE SFC TO 2000'~~ variable

c. Distance from main airfield 38 NM

d. Time en route from main airfield 9 MIN

e. Controlling agency HOUSTON CENTER

f. Scheduling agency NAS KINGSVILLE/COMTRAWING TWO

g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? HOUSTON CENTER

i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace VR 1105/1106, VR 1120/1121, VR 1122/1123

k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A

l. Total number of sorties/movements flown in FY 1990 thru 1993 34.3
   - By your service 18.3
   - By other services (including reserves and national guard) 16

m. Total number of available hours in FY 1990 thru 1993 17,520

n. Total number of scheduled hours in FY 1990 thru 1993 34.3
   - By your service 18.3
   - By other services (including reserves and national guard) 16

o. Total number of hours used 32.4
   - By your service 19.4
   - By other services (including reserves and national guard) 13

p. Types of training permitted NAVIGATIONAL TRAINING

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: IR 147

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

b. Dimensions (nmi. x nmi. x ft) ~~4 NM 3000' X 9000'~~ Variable

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c. Distance from main airfield 49 NM

d. Time en route from main airfield 12 MIN

e. Controlling agency HOUSTON CENTER

f. Scheduling agency NAS KINGSVILLE/COMTRAWING TWO

g. Are canned/stereo airways needed to access air space? NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? YES
- If so who provides the coverage? HOUSTON CENTER

i. Is the airspace under communications coverage? YES
- If so who provides the coverage? HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace IR 166, IR 135, VR 150

k. Number of high altitude airways (above 18,000 ft) that bisect airspace N/A

l. Total number of sorties/movements flown in FY 1990 thru 1993 2
- By your service 0
- By other services (including reserves and national guard) 2

m. Total number of available hours in FY 1990 thru 1993 18,250

n. Total number of scheduled hours in FY 1990 thru 1993 2
- By your service 0
- By other services (including reserves and national guard) 2

o. Total number of hours used 2.3
- By your service 0
- By other services (including reserves and national guard) 2.3

p. Types of training permitted ROAD RECON

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: IR 148

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

b. Dimensions (nmi. x nmi. x ft) 3 ~~NM 500' TO 2000'~~ variable

CWTRA N3 8-4-94

c. Distance from main airfield 75 NM

d. Time en route from main airfield 19 MIN

e. Controlling agency HOUSTON CENTER

f. Scheduling agency NAS KINGSVILLE/COMTRAWING TWO

g. Are canned/stereo airways needed to access air space? NO
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? YES
- If so who provides the coverage? HOUSTON CENTER

i. Is the airspace under communications coverage? YES
- If so who provides the coverage? HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace VR 1120/1121

k. Number of high altitude airways (above 18,000 ft) that bisect airspace YES

l. Total number of sorties/movements flown in FY 1990 thru 1993 703
- By your service 185
- By other services (including reserves and national guard) 518

m. Total number of available hours in FY 1990 thru 1993 24,090

n. Total number of scheduled hours in FY 1990 thru 1993 703
- By your service 185
- By other services (including reserves and national guard) 518

o. Total number of hours used 550.8
- By your service 217.1
- By other services (including reserves and national guard) 333.7

p. Types of training permitted NAVIGATIONAL TRAINING

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: IR 149

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

b. Dimensions (nmi. x nmi. x ft) ~~5NMx500-3000'~~ CNATRA N3 8-4-94

c. Distance from main airfield 150 NM

d. Time en route from main airfield 37 MIN

e. Controlling agency HOUSTON CENTER

f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO

g. Are canned/stereo airways needed to access air space? NO
   - If so, how many? N/A
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A

h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? HOUSTON CENTER

i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace CNATRA N3 8-4-94
   VR122/123, VR152, VR 156, VR 168, IR 170

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

l. Total number of sorties/movements flown in FY 1990 thru 1993 40
   - By your service 2
   - By other services (including reserves and national guard) 38

m. Total number of available hours in FY 1990 thru 1993 24,090

n. Total number of scheduled hours in FY 1990 thru 1993 40.9
   - By your service 2
   - By other services (including reserves and national guard) 38.9

o. Total number of hours used 19.6
   - By your service 2.5
   - By other services (including reserves and national guard) 17.1

p. Types of training permitted NAVIGATIONAL TRAINING

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: IR 166

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

b. Dimensions (nmi. x nmi. x ft) ~~5NMxSFC-2000~~ Variable

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c. Distance from main airfield 28 NM

d. Time en route from main airfield 7 MIN

e. Controlling agency HOUSTON CENTER

f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO

g. Are canned/stereo airways needed to access air space? NO
   - If so, how many? N/A
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A

h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? HOUSTON CENTER

i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
   IR 167, IR 135, IR147

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

l. Total number of sorties/movements flown in FY 1990 thru 1993 55
   - By your service 6
   - By other services (including reserves and national guard) 49

m. Total number of available hours in FY 1990 thru 1993 26,280

n. Total number of scheduled hours in FY 1990 thru 1993 8.95
   - By your service 4.7
   - By other services (including reserves and national guard) 4.25

o. Total number of hours used 8.95
   - By your service 4.7
   - By other services (including reserves and national guard) 4.25

p. Types of training permitted NAVIGATIONAL TRAINING

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: IR 167

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

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60241

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR 151

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

b. Dimensions (nmi. x nmi. x ft) ~~5NMxSFC-2000'~~ Variable

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c. Distance from main airfield 82 NM

d. Time en route from main airfield 21 MIN

e. Controlling agency HOUSTON CENTER

f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO

g. Are canned/stereo airways needed to access air space? NO
- If so, how many? N/A
- If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A

h. Is the airspace under radar coverage? YES
- If so who provides the coverage? HOUSTON CENTER

i. Is the airspace under communications coverage? YES
- If so who provides the coverage? HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace NONE

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

l. Total number of sorties/movements flown in FY 1990 thru 1993 206
- By your service 57
- By other services (including reserves and national guard) 149

m. Total number of available hours in FY 1990 thru 1993 23,360

n. Total number of scheduled hours in FY 1990 thru 1993 111.79
- By your service 61
- By other services (including reserves and national guard) 50.79

o. Total number of hours used 111.79
- By your service 61
- By other services (including reserves and national guard) 50.79

p. Types of training permitted NAVIGATIONAL TRAINING

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

1. List all SUA and airspace for special use within 100 nmi. of your air station. For each piece of airspace, provide the following data:

Airspace Designator: VR 168

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

b. Dimensions (nmi. x nmi. x ft) ~~5NMxSFC-2000'~~ Variable

c. Distance from main airfield 61 NM

d. Time en route from main airfield 15 MIN

e. Controlling agency HOUSTON CENTER

f. Scheduling agency NAS KINGSVILLE, CONTRAWING TWO

g. Are canned/stereo airways needed to access air space? NO
- If so, how many? N/A
- If so, what types (i.e., IFR, VFR, or altitude reservation)? N/A

h. Is the airspace under radar coverage? YES
- If so who provides the coverage? HOUSTON CENTER

i. Is the airspace under communications coverage? YES
- If so who provides the coverage? HOUSTON CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace
VR 1120, VR 1121, VR 1105, VR 1106, VR 1152, VR 1122, VR 1123

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

l. Total number of sorties/movements flown in FY 1990 thru 1993 140
- By your service 74
- By other services (including reserves and national guard) 66

m. Total number of available hours in FY 1990 thru 1993 26,280

n. Total number of scheduled hours in FY 1990 thru 1993 114
- By your service 85.5
- By other services (including reserves and national guard) 28.5

o. Total number of hours used 114
- By your service 85.5
- By other services (including reserves and national guard) 28.5

p. Types of training permitted NAVIGATIONAL TRAINING

Facilities

A. Air Space and Flight Training Areas (cont)

2. List all the air-to-ground training ranges within 100 nmi. of your air station. For each range, provide the following data:

Range Name:R-6312

a. Location (city/county and state) Cotulla, TX
b. Distance from main airfield 60 nm
c. Time en route from main airfield 12 min DEPENDING ON RUNWAY
d. Controlling agency FAA, ARTCC, Houston, TX
e. Scheduling agency NAS Kingsville, TX
f. Are canned/stereo airways needed to access air space? ~~Yes~~ NO
   - If so, how many? ~~2~~ 2
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? ~~IFR~~ CNATRA N3
g. Is the airspace under radar coverage? Yes
h. Is the airspace under communications coverage? Yes
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. Number of sorties flown in FY 1993
   - By Navy 266
   - By other services (including reserves and national guard) 1127
l. Percent of sorties cancelled due to weather. 8%
m. Number of available hours in FY 1993 6552
n. Number of scheduled daylight hours in FY 1993
   - By Navy 164
   - By other services (including reserves and national guard) 314.25
o. Number of hours used
   - By Navy 42
   - By other services (including reserves and national guard) 181.25
p. Types of training permitted Strike weapons training.

3. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield. (Provide annotated diagram if appropriate)
AIRWAYS: V17 - 25 nm west/ V550 - 30 nm NNW/ V161- 568 - 35 nm NE/ J-121-25 nm west/ J25 - 35 nm NE
APPROACHES: 3 TACAN approaches at NALF Orange Grove - 35 nm SE
1 Localizer and 2 VOR approaches at Alice Intl Airport - 45 nm SE

4. Are air station operations currently affected by the major air traffic structures within 50 NM of

each air-to-ground range, airspace, and airfield? If so, describe the effect. No

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Facilities

A. Air Space and Flight Training Areas (cont)

5. Are there planned changes to the major air traffic structures in the region? If so, will these changes affect air station operations. Describe the effect.

~~NO~~ YES. ILS AT NAS CORPUS CHRISTI IS PLANNED FOR FY95. THIS CHANGE WILL HAVE NO effect ON AIR STATION OPERATIONS. However, the installation of AN ILS/PAR AT NALF ORANGE GROVE will Allow LOCAL instrument operations (OUT & INS) TO BE CONDUCTED FROM/AT ORANGE GROVE

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

No

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

No

Facilities

A. Air Space and Flight Training Areas (cont)

5. Are there planned changes to the major air traffic structures in the region? If so, will these changes affect air station operations. Describe the effect.

No

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

No

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

No

Facilities

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

8. 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 air station operations?

No

9. Does the current airspace which you schedule/control permit Advanced Strike training? If not, explain why.

Yes

10. Is there airspace within 50 NM which permits Advanced Strike training?

Yes

11. Does the current airspace configuration permit helicopter training? If not, explain why. CNATRA N3

Yes. SOME GENERAL USE AIRSPACE WOULD NEED TO BE DESIGNATED "ALERT AREAS" IF FLIGHT OPERATIONS EXCEEDED 250,000 OPERATIONS PER YEAR

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

No

Facilities

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

13. For each stage and for each type of undergraduate pilot flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

Stage	Strike	E2/C2	Maritime	Helo	Primary
Familiarization	LP	N/A	N/A	N/A	N/A
Basic Instrument	NP				
Radio Instrument	~~NP~~ LR				
Formation	NP				
Tactical Formation	LP				
Airway Navigation	NP				
Visual Navigation	NA				
Overwater Navigation	NA				
Out-of-control Flight	~~NP~~ LR				
Carrier Qualifications	WR				
Air Combat Maneuvers	NP				
Operational Navigation	LR				
Weapons	~~LP~~ LR				
Gunnery	NP				
Precision Aerobatics	NA				
Helo Tactics	NA				
Night Familiarization	LR				
Instrument Rating	NP				
Night Formation	NP	✓ GBM	✓ GBM	✓ GBM	✓ GBM

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Key: LR (Overland Required) WR (Overwater Required) NP (No Preference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

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MS, BARLOW

Facilities

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

14. For each stage and for each type of undergraduate NFO flight training, state whether overland or overwater training is required or preferred. Use the abbreviations in the key below the table. If a stage of flight training is not listed, please include.

NFO TRAINING NOT CONDUCTED AT NAS KINGSVILLE.

Stage	OJN	RIO	TN
Radar Navigation			
Surface Search			
Low Level			
AirwaysNav/Radar/Low Level			
Familiarization			
Tactical Low Level			
Advanced Tactical Maneuvers			
Pursuit Intercepts			
Attack/Reattack Intercepts			
Conversion Intercepts			
Unknown Intercepts			
Advanced Intercepts			

Key: LR (Overland Required) WR (Overwater Required) NP (No Perference)
LP (Overland Preferred) WP (Overwater Preferred) NA (Not Applicable)

Facilities

B. Airfields

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

Airfield Name: NAS Kingsville

a. Location: Kingsville, TX
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? Yes
e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? ~~Yes~~ NO, NOT AT THE SAME TIME. IF AIRCRAFT HAVE ADEQUATE IFR separation, dual IFR operations CAN BE conducted.

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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 in terms of number of flight ops/hour capacity? No
i. How much capacity is lost? N/A
j. What percent of the time do conditions force the crosswind runway to be used? 37%
k. Is the airfield equipped to support IFR flight operations? Yes
l. Is the airfield owned by the navy or leased? Owned by NAVY.
m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

The airfield contains carrier boxes and associated lighting for the training of Navy and Marine Corps strike pilots.

2. List all NAVAIDS with published approaches that support the main airfield and/or your outlying and auxiliary airfields. Note any additions/upgrades to be added between now and FY 1997.

NAVAID	Description
TACAN at field.	Hi and Low TACAN rwy 13 & 35 AND CIRCLING TO ALL RUNWAYS
ILS	ILS to rwy 13R AND CIRCLE TO ALL RUNWAYS
ASR	SURVEILLANCE APPROACH
PAR	PRECISION APPROACH

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Facilities

B. Airfields

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

Airfield Name: NALF Orange Grove

a. Location: Orange Grove, TX
b. Distance from main field: 26 nm NW
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
e. If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? N/A
e. Does the airfield have full-length parallel taxiways? Yes
f. Does the airfield have high speed taxiways? No
g. Does the airfield have a crosswind runway? Yes
h. If conditions force the use of this runway, does the airfield lose in terms of number of flight ops/hour capacity? No
i. How much capacity is lost? N/A
j. What percent of the time do conditions force the crosswind runway to be used? 45%
k. Is the airfield equipped to support IFR flight operations? No
l. Is the airfield owned by the navy or leased? Owned by NAVY.
m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft).

The airfield contains carrier boxes on all runways and carrier box lighting on rwy 13 for the training of Navy and Marine Corps strike pilots.

2. List all NAVAIDS with published approaches that support the main airfield and/or your outlying and auxiliary airfields. Note any additions/upgrades to be added between now and FY 1997.

NAVAID	Description
TACAN at field	Low TACAN appch to rwy 13 and 31.
	Low TACAN appch off NQI to all rwys.
Upgrades	PAR, ILS, ~~RATCF~~ RADAR OPERATIONAL FACILITY
CONTROL TOWER	SELF EXPLANATORY

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Facilities

B. Airfields (cont)

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS	SY	706,398	0	0
112-10	TAXIWAYS	SY	266,011	0	0
113-20	A/C PARKING APRON	SY	263,253	29,251	0
124-30	A/C FUEL STORAGE	GA	2,815,000	0	0
136-30	R/W LIGHTING	LF	31,200	0	0
136-36	SIM CARR LTG	EA	1	0	0
136-45	WH/UP W/OFF LTG	EA	8	0	0
136-50	TW LTG	LF	25,100	0	0
141-20	A/C FIRE/CRASH	SF	6,162	0	0
141-40	A/C OPER. BLDG.	SF	9,620	0	900
141-87	LOX/NITRO	GA	8,000	0	0
149-30	A/C ARREST GR	EA	~~14~~ 16	0	0
179-50	FIRE FIGHTING TRG	EA	1	0	0
211-03	CORR CONTRL HGR	SF	31,644	0	0
211-05	MAINT HGR - OH	SF	114,789	0	34,639
211-06	MAINT HGR - 01	SF	36,223	0	0
211-07	MAINT HGR - 02	SF	~~45,188~~ 52,647	~~7,459~~ 0	0
211-08	AIRFRAMES	SF	9,238	0	0
211-21	ENG MAINT SHOP	SF	~~40,275~~	~~16,375~~ 4,637	~~12,250~~ 0

G.P. Manley CNWT NAS 2 MAY 94 PER PHONCON W/ NASK

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Facilities

B. Airfields (cont)

3. List the major facility assets (by 5 digit category code number (CCN)) under air station control (e.g. runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
111-10	RUNWAYS	SY	706,398	0	0
112-10	TAXIWAYS	SY	266,011	0	0
113-20	A/C PARKING APRON	SY	263,253	29,251	0
124-30	A/C FUEL STORAGE	GA	2,815,000	0	0
136-30	R/W LIGHTING	LF	31,200	0	0
136-36	SIM CARR LTG	EA	1	0	0
136-45	WH/UP W/OFF LTG	EA	8	0	0
136-50	TW LTG	LF	25,100	0	0
141-20	A/C FIRE/CRASH	SF	6,162	0	0
141-40	A/C OPER. BLDG.	SF	9,620	0	900
141-87	LOX/NITRO	GA	8,000	0	0
149-30	A/C ARREST GR	EA	~~14~~ 16	0	0
179-50	FIRE FIGHTING TRG	EA	1	0	0
211-03	CORR CONTRL HGR	SF	31,644	0	0
211-05	MAINT HGR - OH	SF	114,789	0	34,639
211-06	MAINT HGR - 01	SF	36,223	0	0
211-07	MAINT HGR - 02	SF	45,188	7,459	0
211-08	AIRFRAMES	SF	9,238	0	0
211-21	ENG MAINT SHOP	SF	~~[illegible]~~ 40,295	~~16,375~~ 4,637	~~12,250~~ 0

G.E. Manley CNGT NWHS 2 MAY 94 PER PHONECON W/ NASK

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211-45	AVIONICS	SF	~~7,868~~ 13,160	0	~~5,292~~ 0
211-75	PARACHUTE	SF	7,767	0	0
211-81	ENG TEST CELL	SF	3,420	0	0
211-88	PWR CHK PADS/W	EA	2	0	0
211-89	PWR CHK PADS/WO	EA	2	0	0
610-10	ADMIN OFFICES	SF	81,964	3,612	25,187
111-10	RUNWAYS	SY	350,489	0	0
112-10	T/W	SY	164,700	0	0
113-20	A/C PARKING APRON	SY	10,000	0	0
124-30	A/C FUEL STORAGE	GA	75,000	0	0
136-30	R/W LTG	LF	16,000	0	0
136-36	SIM CARR LTG	EA	1	0	0
136-50	T/W LTG	LF	17,400	0	0
141-20	A/C FIRE/CRASH	SF	2,882	0	0
111-20	ALCPTR LDG PAD	SY	800	0	0
171-20	APPLIED INSTR	SF	900	0	0
179-35	A/C WPN TAR RANGE	EA	5	1	0
610-10	ADMIN OFFICES	SF	4,718	0	0

G E Manley
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NASE, MS BARTOW

4. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

a. Facility Type/Code: Aircraft Operations Hgr 760/CCN 141-40
b. What makes it inadequate? The facility built in 1942 has experienced some deterioration. Those deficiencies will be corrected by Special Project RACEM6-93 as soon as the MOMAG funds the requirement. The project is scheduled for FY95 execution. The facility will be reclassified as adequate as soon as the project is complete.
c. What use is being made of the facility? The new use will support the Mobile Mine Assembly Group 15.
d. What is the cost to upgrade the facility to substandard? Special Project RACEM6-93 will upgrade the facility to adequate at an estimated cost of $744,000. Costs to upgrade the facility to minimum standards to meet substandard condition are not known.
e. What other use could be made of the facility and at what cost? The use mentioned above is being considered as a long term utilization for the facility. The facility could also be easily converted into a major supply warehouse facility.
f. Current improvement plans and programmed funding: Same as above.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes.

a. Facility Type/Code: Aircraft Maintenance Hgr "OH" 760/CCN 211-05
b. What makes it inadequate? The facility built in 1942 has ~~experienced some deterioration.~~ deterigrated. ~~These deficiencies will be corrected by Special Project RACEM6-93 as soon as MOMAG funds the requirement. The project is scheduled for FY95 execution. The facility will be reclassified as adequate as soon as the project is complete.~~
c. What use is being made of the facility? The new use will support the Mobile Mine Assembly Group 15. CNATRA NG
d. What is the cost to upgrade the facility to substandard? Special Project RACEM6-93 will upgrade the facility to adequate at an estimated cost of $744,000. ~~Costs to upgrade the facility to minimum standards to meet substandard condition are not known.~~ FOR MOMAG USE.
e. What other use could be made of the facility and at what cost? The use mentioned above is being considered as a long term utilization for the facility. The facility could also be easily converted into a major supply warehouse facility. S.P. RACEM6-93 WILL PROVIDE ADEQUATE FACILITIES FOR MOMAG USE.
f. Current improvement plans and programmed funding: ~~Same as above.~~
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes.

~~a. Facility Type/Code: Aircraft Engine Maintenance 2713/CCN 211-21~~ CNATRA NG
~~b. What makes it inadequate? The facility built in 1958 had experienced some deterioration especially with the roof systems. However, those problems have since been corrected and the condition should be reclassified on the next P-164 report. The facility is presently used to accomplish engine maintenance on T2/A4 engines. At the present there are no major projects programmed to upgrade these spaces since the aircraft are being phased out.~~ DELETE
~~c. What use is being made of the facility? Aircraft engine maintenance.~~

d. What is the cost to upgrade the facility to substandard? Only a portion of the facility has been classified as inadequate. There are no known costs available to upgrade the facility.
e. What other use could be made of the facility and at what cost? The facility is jointly used by McDonnell Douglas Aircraft in support of the Navy T-45TS. There are no other uses being planned for this facility at this time.
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes. This will be changed on the next report.

a. Facility Type/Code: Avionics Shop 2713/CCN 211-45
b. What makes it inadequate? The facility built in 1958 has experienced some deterioration especially with the roof system. These problems have been corrected and the condition should be reclassified on the next P-164 report. The facility is presently used to accomplish avionics maintenance on T2/T4 parts. At the present there are no major projects programmed to upgrade these spaces since those aircraft are being phased out.
c. What use is being made of the facility? Avionics maintenance.
d. What is the cost to upgrade the facility to substandard? Only a portion of the facility has been classified as inadequate. There are no known costs available to upgrade the facility.
e. What other use could be made of the facility and at what cost? This facility support the T45TS program and is used jointly by McDonnell Douglas Aircraft. No other uses are planned and the costs are unknown.
f. Current improvement plans and programmed funding: Same as above.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes. The condition will be reevaluated on the next report.

DELETE

CNATRA NG

a. Facility Type/Code: Administrative Offices Bldg 700/CCN 610-10
b. What makes it inadequate? The facility was constructed in 1942 and has experienced some deterioration. The construction type of the facility is semi-permanent and has outlived its useful lifespan. At the present there are no major projects programmed.
c. What use is being made of the facility? Command Headquarters. However, new facilities are being constructed and the building will be vacated in January 1995.
d. What is the cost to upgrade the facility to substandard? This building is programmed for demolition after being vacated sometime in FY95.
e. What other use could be made of the facility and at what cost? None. Scheduled for demolition.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes.

a. Facility Type/Code: Administrative Offices Bldg. 785/CCN 610-10
b. What makes it inadequate? The facility was built in 1942 and has experience some deterioration. The construction type is semi-permanent and has outlived its useful lifespan. No major projects are programmed for the facility.
c. What use is being made of the facility? The facility is used as COMTRAWING TWO headquarters and will be vacated upon the renovation of Bldg. 2741 by Special Project RAC7-

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87 currently not programmed for execution.

d. What is the cost to upgrade the facility to substandard? No plans are programmed. After the facility is vacated, it will be demolished.
e. What other use could be made of the facility and at what cost? There is a useful area of 11,030 sf that could be used for administrative space. No plans are currently in existence at this time.
f. Current improvement plans and programmed funding: Same as above.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes.

a. Facility Type/Code: Fuel Farm Office Bldg 1793/CCN 610-10
b. What makes it inadequate? The facility was built in 1955 and has experienced major deterioration. The building is programmed for demolition upon completion of an on-going construction project scheduled for completion in Sep 94.
c. What use is being made of the facility? The facility will be demolished upon completion of new facility.
d. What is the cost to upgrade the facility to substandard? Scheduled for demolition.
e. What other use could be made of the facility and at what cost? None.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes.

Facilities

C. Ground Training Facilities

1. List other types of ground training facilities at the air station (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, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

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

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87 currently not programmed for execution.

d. What is the cost to upgrade the facility to substandard? No plans are programmed. After the facility is vacated, it will be demolished.
e. What other use could be made of the facility and at what cost? There is a useful area of 11,030 sf that could be used for administrative space. No plans are currently in existence at this time.
f. Current improvement plans and programmed funding: Same as above.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes.

a. Facility Type/Code: Fuel Farm Office Bldg 1793/CCN 610-10
b. What makes it inadequate? The facility was built in 1955 and has experienced major deterioration. The building is programmed for demolition upon completion of an on-going construction project scheduled for completion in Sep 94.
c. What use is being made of the facility? The facility will be demolished upon completion of new facility.
d. What is the cost to upgrade the facility to substandard? Scheduled for demolition.
e. What other use could be made of the facility and at what cost? None.
f. Current improvement plans and programmed funding: None.
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP? Yes.

Facilities

C. Ground Training Facilities

1. List other types of ground training facilities at the air station (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, substandard and inadequate. Specify how the facility is used if it is not obvious from its CCN.

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

G E Manley
CNET N443
2 MAY 94
PER PHONCON W/
NASK, MS BARTON

2. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

a. Facility Type/Code: Small Arms Range/CCN 179-40

b. What makes it inadequate? The facility was completely restored in FY93. Additional criteria changes will require minor work to be accomplished prior to use of the range. The changes pertain to ricochet protections.

c. What use is being made of the facility? The facility should be listed as substandard. Costs estimates are $50,000. Use of the facility will continue to be small arms range.

d. What is the cost to upgrade the facility to substandard? $50,000.

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

f. Current improvement plans and programmed funding: The project is scheduled for late FY94 execution.

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

Facilities

D. Aircraft Maintenance Facilities

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

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

* SCHEDULED AND MAJOR DEPOT REWORK/REPAIR ACCOMPLISHED AT ASSIGNED NAVAL AVIATION DEPOTS. MINOR FIELD REPAIRS COMPLETED ON SITE BY DEPOT FIELD REPAIR TEAMS.

CNATRA N5

Facilities

E. Ship Berthing and Maintenance Facilities

1. List all ships (military and other) scheduled to be homeported at this facility through Fiscal Year 1997.

Ship name (hull number)	Military/Other	Arrival/Departure or Decommission Date
N/A		

2. List the ship maintenance facilities located at or near this air station.

Organization (military/private)	Level of Maintenance (shipyard/depot/intermediate)	Drydock (capacity)
N/A		

3. In the following table, provide the optimum ship berthing configurations available at the installation.

Ship Class	Configuration					Comments
	option 1	option 2	option 3	option 4	option 5	
N/A						

Facilities

E. Ship Berthing and Maintenance Facilities (cont.)

4. Describe restrictions and limitations on homeporting different types of ships.

Ship Class	Comments on Limitations and Restrictions
N/A	

Facilities

F. 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
134-40	MARK IF-ILS (INSTRUMENT LANDING SYSTEM)
132-10	COMM ANTENNA
134-10	NAVIG ANTENNA
134-40	PARS (PRECISION APPROACH RADAR)

2. List any weapons storage and handling facilities located at the air station.

Type of Facility	Location	Mission and Capability of Facility
143-20	NASKING	ARMORY/ORDNANCE FACILITY
143-77	NASKING	OPERATIONAL STORAGE
226-70	NASKING	READY AMMO BELTING
421-12	NASKING	FUSE & DET. FAC.
421-22	NASKING	HIGH EXPL. MAG.
421-32	NASKING	INERT STOREHOUSE
421-35	NASKING	READY MAG.

2
CNATRA N3

TYPE OF FACILITY		OPERATIONAL MISSION OF FACILITY
AN/URN-25	-	TACTICAL AIR NAVIGATION
AN/GRT-21-22	-	COMMUNICATIONS GROUND-TO-AIR
AN/GRR-23-24	-	COMMUNICATIONS GROUND-TO-AIR
RATCC	-	AIR TRAFFIC CONTROL
FM CRASH NET	-	COMMAND CONTROL
FM SECURITY NET	-	COMMAND CONTROL
ASR-8	-	SURVEILLANCE RADAR
ASOS	-	AUTOMATIC SURFACE OBSERVATION SYSTEM
GRC 171	-	COMMUNICATIONS GROUND-TO-AIR
GRC 211	-	COMMUNICATIONS GROUND-TO-AIR

Facilities

G. Non-DON Facility Support Arrangements

1. List all arrangements (e.g., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Activity Name / Military Service	Description of Activity Role and Degree of Support
924th Tactical Fighter Grp USAFR	Provide bomb target range services for aircraft firing range trng
12th Tactical Fighter Wing USAF	Provide bomb target range services for aircraft firing range trng
149th Tactical Fighter Grp TXANG R	Provide bomb target range services for aircraft firing range trng
Joint Task Force Six USA	FACILITIES, UTILITIES, AND LOGISTIC SUPPORT FOR Counter narcotics ops in lower Rio Grande valley area GRM
Defense Fuel Supply Center DLA	FACILITIES AND UTILITIES SUPPORT FOR Contracted fuel services for miliary aircraft GRM
U. S. Immigration & Nat. Services USINS	FACILITIES AND UTILITIES SUPPORT FOR GRM Border Patrol agency responsible for surveillance of illegal aliens from entry to USA
Defense Commissary Agency	FACILITIES AND UTILITIES SUPPORT ~~Provide commodities and goods services military and retirees~~ GRM

GRMonley CNSWT NAS 2 MAY 94

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 air station.

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
ROTC TEXAS A&M	Provide land and facilities support for field manuevers.

Location

A. Proximity to Operational Mission Areas

1. Does the location of the air base have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

No

Location

B. Proximity to Training Areas

1. Does the location of the air station permit any specialized training with other operational units (e.g. Battle Groups or Joint forces)? If so, provide details.

Yes. Air Station provides temporary support for air assets of JTF-6.

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

Due to lack of a training carrier in the Gulf of Mexico, TW-2 deploys to the east or west coast to utilize fleet carriers for carrier qualifications.

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

~~40 nm~~
78 Nautical miles to The designated Naval Operations Area
CNATRA N3

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

Directly from the station.

Location

C. Proximity to Other Support Facilities

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

Airfield Name	Major Use / Capability	Location / Distance
Victoria Rgnl	None/VOR/ILS/Refuel	94 NM NE

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

Military Facility Name	Actual / Proposed Use	Distance
NALF Orange Grove	Landing pattern + refuel/Same + inst tng	26 NM NW
NAS Beeville (Closed)	None/Landing pattern + refuel	45 NM N
NAS Corpus Christi	Instrument trng/Same	35 NM NE
NALF Goliad (Closed)	None/Landing pattern + refuel	66 NM N

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

Facility Name	Actual / Proposed Use	Distance
McAllen Intl	VOR/ILS/LOC / Same + refuel	83 NM SW
Rio Grande Valley Intl	VOR/ILS/LOC / Same + refuel	75 NM SW
Laredo Intl	VOR/ILS / Same + refuel	86 NM W
Corpus Christi Intl	VOR/ILS/LOC / Same + refuel	23 NM NE
Alice Intl	VOR/LOC / Same	22 NM NW
Brownsville/SPID Intl	VOR/ILS/LOC / Same + refuel	98 NM S

Features and Capabilities

A. 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.).

Local Field: NAS Kingsville

Month	% of Hours[3] VFR	% of Hours IFR	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather
Jan.	78	22	9.4	8
Feb.	82	18	7.3	9
Mar.	84	16	4.9	4
Apr.	85	15	3.2	1
May	92	8	1.4	1
June	97	3	.5	1
July	99	1	.2	1
Aug.	98	2	.4	1
Sept.	96	4	.5	1
Oct.	94	6	.8	1
Nov.	88	12	4.4	3
Dec.	83	17	6.8	7

The largest percentage of IMC conditions occur during November through April as a result of cold fronts which stall over the Gulf of Mexico. Prevailing weather during this period includes low stratus, drizzle, and fog which normally dissipates by 1000L. Increased ceilings and visibility occur during the afternoon hours due to radiational heating.

NORMAL OPERATING HRS = 0800 - 2200 HOURS
MCF

SN (HERTEL)
CNET N44331
(Per Phone w/NAS)

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

Features and Capabilities

2
CNATRA
N3

A. Weather (cont.)

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

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

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 air stations during certain times of the year?

No. Normal weather conditions do not pose a chronic problem.

Features and Capabilities

B. Encroachment

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

No

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

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Scheduled
1991	~~N/A~~ NONE		
1992	~~N/A~~ NONE		
1993	~~N/A~~ NONE		

CNATRA N3

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

Fiscal Year	Number of changes
1991	0
1992	1
1993	1

Features and Capabilities

B. Encroachment (cont)

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

Yes

a. Attach a copy of any applicable sections of the air station's AICUZ plan and those for OLFs used, and note any recent modifications.

~~Attached~~ SEE ATTACHMENT (1) GEManley CNET N443 2MAY94

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

Both the City of Kingsville and Kleberg County have adopted AICUZ ordinances/regulations that will provide ample protection from any future encroachments. City of Kingsville Ordinance #84009 and Kleberg County Air Installation Zoning Regulation.

SEE ATTACHMENT (2) GEManley CNET N443 2MAY94

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

No

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

The land surrounding the air station is predominantly agriculture, with sparse single family residential homes. A county golf course and tennis recreation center lies along the southwest boundary of the station.

SEE ATTACHMENT (2) GEManley CNET N443 2MAY94

Features and Capabilities

C. Quality of Life

1. Military Housing

(a) Family Housing:

(1) Do you have mandatory assignment to on-base housing? (circle) yes **no**

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

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	12	12	0	0
Officer	3	23	23	0	0
Officer	1 or 2	25	25	0	0
Enlisted	4+	19	19	0	0
Enlisted	3	105	105	0	0
Enlisted	1 or 2	61	61	0	0
Mobile Homes	0	0	0	0	0
Mobile Home lots	0	0	0	0	0

G.P. Manley
CNET N443
2 MAY 94
FAX PHONCON
W/NASC, MS
C. BARTOW.
BP

(3) In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
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?

Features and Capabilities

C. Quality of Life (cont.)

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

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

[4]As of 31 March 1994.

Features and Capabilities

C. Quality of Life (cont.)

(5) What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

	Top Five Factors Driving the Demand for Base Housing
1	LACK OF COMMUNITY HOUSING
2	COST OF UTILITIES
3	PERSONAL FINANCES
4	~~COMMARADARIE~~ COMARADERIE OF MILITARY COMMUNITY
5	CONVENIENCE

CNATRA N3

(6) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

Less than 1%.

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

Type of Quarters	Utilization Rate
Adequate	~~4.38 VACANCY~~ 95.62
Substandard	-
Inadequate	-

CNATRA N3

CNATRA N61

(8) As of 31 March 1994, have you experienced much of a change since FY 1993? YES If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

1. NO MAINTENANCE CONTRACT SINCE 18 JAN 93
2. NO PAINT CONTRACT SINCE 20 DEC 93
3. SAFETY REQUIREMENTS FOR LEAD PAINT AND ASBESTOS TILE. LONG LEAD TIME FOR TESTING - 6 WEEK TURN-AROUND.

Features and Capabilities

C. Quality of Life (cont.)

(b) BEQ:

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

Type of Quarters	Utilization Rate
Adequate	33
Substandard	34
Inadequate	0

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

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{(\text{\# Geographic Bachelors x average number of days in barracks})}{365}$$

AOB = 17 X 144/365 = 7

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	16	94	
Spouse Employment (non-military)	01	06	

Other	00	00	
TOTAL	17	100	

(5) How many geographic bachelors do not live on base? NOT KNOWN.

Features and Capabilities

C. Quality of Life (cont.)

(c) BOQ:

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

Type of Quarters	Utilization Rate
Adequate	44
Substandard	00
Inadequate	00

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

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{(\text{\# Geographic Bachelors x average number of days in barracks})}{365}$$

AOB = 13 X 283 / 365 = 10

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	05	39	
Spouse Employment (non-military)	02	15	

Other	06	46	
TOTAL	13	100	

(5) How many geographic bachelors do not live on base? NOT KNOWN.

Features and Capabilities

C. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	2	N/A
Basketball CT (outdoor)	Each	2	N/A
Racquetball CT	Each	4	N/A
Golf Course	Holes	0	N/A
Driving Range	Tee Boxes	15	Y
Gymnasium	SF	29321	N
Fitness Center	SF	4017	Y
Marina	Berths	0	N/A
Stables	Stalls	21	Y
Softball Fld	Each	2	N/A
Football Fld	Each	1	N/A
Soccer Fld	Each	1	N/A
Youth Center	SF	2142	N
Vet Animal Care	SF	787	Y
All Weather 400M Track	Lanes	6	N/A
Jogging Trail	Miles	0.625	N/A
Hunting lodge	SF	7600	Y

SH
CNET N44331
BP

ON ESCONDIDO RANCH
DISTANCE = 90 mi
SH (HERTEL)
CNET N44331 BP

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

Features and Capabilities

C. Quality of Life (cont.)

2. For on-base MWR facilities[5] available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION ~~Escondido Ranch~~ NAS KINGSVILLE **DISTANCE** ~~90 miles~~ N/A SH (HERITE. CNET N 44331 (INFO CHG PER PHONCON NAS)

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

B. PATRICK, POP CNET N-432 5-1-94

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

B. PATRICK CNET N-432

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

* BOWLING

Features and Capabilities

C. Quality of Life (cont.)

4. Base Family Support Facilities and Programs

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

Age Category	Capacity (Childrn)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	3	520	0	0	10	6 mo.
6-12 Mos	4	342	0	0	Ø	NONE
12-24 Mos	10	741	0	0	19	6 mo.
24-36 Mos	14	1,542	0	0	11	6 mo.
3-5 Yrs	32	1542	0	0	24	6 mo.

SH CNET N443 (HERTEC) INFO ADDED PER PHONCON W/NAS

SH CNET, N443. BP

CNET N443 2MAY94 (FOR PHONCON W/NASK)

b. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

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

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list. Resource and referral list of Local Child Care Providers.

d. How many "certified home care providers" are registered at your base? Six.

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

Features and Capabilities

C. Quality of Life (cont.)

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

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

B. PATRICK - BP CNET N-432

BP, CNET N-432

BP CNET N-432

* INCLUDES (1) SNACK BAR OPERATED BY BOWLING CENTER AND (2) ARD SNACK BAR FOOD OUTLETS LOCATED IN THE HANGARS.

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

City	Distance (Miles)
Corpus Christi	50
San Antonio	150
Houston	250

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

** PACKAGE STORE PRODUCTS SOLD IN ANNEX AREA IN THE MAIN RETAIL STORE NAVY EXCHANGE FACILITY

Features and Capabilities

C. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

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

Features and Capabilities

C. Quality of Life (cont.)

7. Off-base housing rental and purchase

(a) Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	220	193	90
Apartment (1-2 Bedroom)	257	251	112
Apartment (3+ Bedroom)	540	525	138
Single Family Home (3 Bedroom)	530	510	162
Single Family Home (4+ Bedroom)	675	675	200
Town House (2 Bedroom)	430	400	127
Town House (3+ Bedroom)	NA	NA	NA
Condominium (2 Bedroom)	NA	NA	NA
Condominium (3+ Bedroom)	NA	NA	NA

Features and Capabilities

C. Quality of Life (cont.)

(b) What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate
Efficiency	90
Apartment (1-2 Bedroom)	95
Apartment (3+ Bedroom)	95
Single Family Home (3 Bedroom)	95
Single Family Home (4+ Bedroom)	100
Town House (2 Bedroom)	100
Town House (3+ Bedroom)	NA
Condominium (2 Bedroom)	NA
Condominium (3+ Bedroom)	NA

(c) What are the median costs for homes in the area?

Type of Home	Median Cost
Single Family Home (3 Bedroom)	60,000
Single Family Home (4+ Bedroom)	89,000
Town House (2 Bedroom)	None on Market
Town House (3+ Bedroom)	None on Market
Condominium (2 Bedroom)	NA
Condominium (3+ Bedroom)	NA

Features and Capabilities

C. Quality of Life (cont.)

(d) For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Month	Number of Bedrooms		
	2	3	4+
January	1	8	3
February	1	7	4
March	0	6	2
April	2	18	3
May	2	17	1
June	2	15	1
July	2	13	2
August	2	12	3
September	2	14	4
October	3	9	7
November	2	12	7
December	2	9	3

(e) Describe the principle housing cost drivers in your local area.
Principally based on area income and supply and demand.

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Features and Capabilities

C. Quality of Life (cont.)

8. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
AB	0	40
MM	0	20
A0	0	15
BM	0	9
AME	0	6

9. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
KLEBERG COUNTY	81	8	10
NUECES COUNTY	11	43	52
BEE COUNTY	5	70	80
JIM WELLS COUNTY	2.4	50	60
CAMERON COUNTY	0.6	91	107

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Features and Capabilities

C. Quality of Life (cont.)

8. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
AB	0	40
MM	0	20
A0	0	15
BM	0	9
AME	0	6

9. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
KLEBERG COUNTY	81	8	10
NUECES COUNTY	11	43	52
BEE COUNTY	36	70	80
JIM WELLS COUNTY	2.4	50	60
CAMERON COUNTY	0.6	91	107

Features and Capabilities

C. Quality of Life (cont.)

10. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

(a) List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

Institution	Type	Grade Level (s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ ACT Score	% HS Grad to Higher Educ	Source of Info
H. M. KING	PUB	9-12	YES	None ~~$4645~~	750	67	KISD
ALTERNATE	PUB	9-12	YES	None ~~$4645~~	750	67	KSID
GILLET	PUB	6-8	YES	None ~~$4645~~	NA	NA	KSID
MEMORIAL	PUB	6-8	YES	None ~~$4645~~	NA	NA	KSID
COLSTON	PUB	K-5	YES	None ~~$4645~~	NA	NA	KSID
HARREL	PUB	K-5	YES	None ~~$4645~~	NA	NA	KSID
HARVEY	PUB	K-5	YES	None ~~$4645~~	NA	NA	KSID
KLEBERG	PUB	K-5	YES	None ~~$4645~~	NA	NA	KSID
LAMAR	PUB	K-5	YES	None ~~$4645~~	NA	NA	KSID
MROBERTS	PUB	K-5	YES	None ~~$4645~~	NA	NA	KSID
PEREZ	PUB	K-5	YES	None ~~$4645~~	NA	NA	KSID
POGUE	PUB	K-5	YES	None ~~$4645~~	NA	NA	KSID
PRESBYT.	PAR	9-12	NO	$6000	750	90	PNAM
ST MART.	PAR	K-6	NO	$1800	NA	NA	SCH

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ST GERT.	PAR	K-5	NO	$2200	NA	NA	SCH
EPIPHANY	PAR	PK-5	NO	$2000	NA	NA	SCH
DC ACAD.	PRI	PK-2	NO	$1440	NA	NA	SCH

Features and Capabilities

C. Quality of Life (cont.)

(b) List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
TEXAS A&M KINGSVILLE	Day	YES	YES	YES	YES	YES
	Night	YES	YES	YES	YES	YES
BEE COUNTY COMMUNITY COLLEGE	Day	NO	YES	YES	YES	NO
	Night	NO	YES	YES	YES	NO
TEXAS A&M CORPUS CHRISTI	Day	NO	NO	YES	YES	YES
	Night	NO	NO	YES	YES	YES
DEL MAR JR COLLEGE	Day	NO	YES	YES	YES	NO
	Night	NO	YES	YES	YES	NO
NAVAL WAR COLLEGE AT NAS CORPUS CHRISTI	NIGHT	NO	NO	NO	NO	YES

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Features and Capabilities

C. Quality of Life (cont.)

(c) List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
EMBRY-RIDDLE	Day	NO	NO	NO	NO	NO
	Night	NO	NO	YES	YES	YES
	Corres-pondence	NO	NO	YES	YES	YES
	Day					
	Night					
	Corres-pondence					
	Day					
	Night					
	Corres-pondence					
	Day					
	Night					
	Corres-pondence					

Features and Capabilities

C. Quality of Life (cont.)

11. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	UKN	10	20	6.7*
Manufacturing	UKN	1	3	6.7*
Clerical	UKN	30	29	6.7*
Service	UKN	15	20	6.7*
Other	UKN	40	137	6.7*

* NOT AVAILABLE BY OCCUPATIONAL SKILL LEVEL.

12. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

NO PROBLEMS WITH HEALTH CARE.

13. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

DEPENDENT ACCESS TO MEDICAL CARE IS A RECURRING PROBLEM. NO URGENT OR EMERGENCY CARE IS AVAILABLE AT THE ONBASE BRANCH CLINIC AND CHAMPUS RULES DO NOT ALLOW FOR DEPENDENT CARE AT THE LOCAL CIVILIAN HOSPITAL EXCEPT IN THE EVENT OF A "LIFE OR LIMB" EMERGENCY. DETERMINATION OF "LIFE OR LIMB" IS NOT THE PEROGATIVE OF THE MILITARY MEMBER/DEPENDENT AND SO SEEKING LOCAL CARE, IN MANY CASES, IS A FINANCIAL ROLL OF THE DICE, ESPECIALLY FOR JUNIOR PERSONNEL WHO ARE FINANCIALLY PRESSED TO MEET NORMAL EXPENSES. THE 50 MILE DRIVE TO NAVAL HOSPITAL CORPUS CHRISTI IS PRIMARILY OVER TWO LANE, UNLIT FARM ROADS. IT IS NOT SURPRISING THAT MEDICAL CARE FOR DEPENDENTS IS A FOREMOST ISSUE AMONG PERSONNEL ASSIGNED TO NAS KINGSVILLE.

Features and Capabilities

C. Quality of Life (cont.)

11. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Percentage Placed (3 yr avg)	Local Community Unemployment Rate
	1991	1992	1993		
Professional	UNKNOWN	10	20	15	6.7*
Manufacturing	UNKNOWN	~~01~~ 1	~~03~~ 3	02	6.7*
Clerical	UNKNOWN	30	29	29	6.7*
Service	UNKNOWN	15	20	17	6.7*
Other	UNKNOWN	40	137	88	6.7*

* CANNOT BE OBTAINED BY OCCUPATIONAL SKILL LEVELS

12. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.
THERE ARE NO PROBLEMS.

13. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.
SEE PAGE 66-A FOR RESPONSE. GPMauley CWPT N443 1MAY94

~~DEPENDENT ACCESS TO MEDICAL CARE IS A RECURRING PROBLEM. NO URGENT OR EMERGENCY CARE IS AVAILABLE AT THE ONBASE BRANCH MEDICAL CLINIC AND CHAMPUS RULES DO NOT ALLOW FOR DEPENDENT CARE AT THE LOCAL CIVILIAN HOSPITAL EXCEPT IN THE EVENT OF A "LIFE OR LIMB" EMERGENCY. DETERMINATION OF "LIFE OR LIMB" IS NOT THE PEROGATIVE OF THE MILITARY MEMBER/DEPENDENT AND SO SEEKING LOCAL CARE, IN MANY CASES, IS A FINANCIAL ROLL OF THE DICE, ESPECIALLY FOR JUNIOR PERSONNEL WHO ARE FINANCIALLY PRESSED TO MEET NORMAL EXPENSES. THE 50 MILE DRIVE TO NAVAL HOSPITAL, CORPUS CHRISTI IS PRIMARILY OVER TWO LANE, UNLIT FARM ROADS. IT IS NOT SURPRISING THAT MEDICAL CARE FOR DEPENDENTS IS A FOREMOST ISSUE AMONG PERSONNEL ASSIGNED TO NAS KINGSVILLE.~~

FEATURES AND CAPABILITIES

13. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why or your response.

THE EXISTING BRANCH MEDICAL CLINIC AT NAS KINGSVILLE IS SMALL AND HAS LIMITED CAPABILITIES. URGENT AND EMERGENCY CARE IS NOT AVAILABLE FOR MILITARY DEPENDENTS AT THE CLINIC. THE NAVAL HOSPITAL IN CORPUS CHRISTI CAN AND DOES PROVIDE MEDICAL SUPPORT FOR THE DEPENDENTS. THE NAVAL HOSPITAL, HOWEVER, IS APPROXIMATELY 50 MILES AWAY FROM NAS KINGSVILLE AND THE MOST EXPEDITIOUS DRIVING ROUTE CONSISTS PRIMARILY OF UNLIT, TWO-LANE ROADWAYS. CIVILIAN MEDICAL CARE UNDER THE CHAMPUS PROGRAM IS AVAILABLE IN THE AREA BUT IS NOT CONSIDERED ADEQUATE BY STATION PERSONNEL.

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Features and Capabilities

C. Quality of Life (cont.)

14. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)			
Base Personnel - military	01	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	01	0
Off Base Personnel - civilian	0	0	0
2. Blackmarket (6C)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
3. Counterfeiting (6G)			
Base Personnel - military	0	0	0
Base Personnel - civilian	01	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
4. Postal (6L)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

Features and Capabilities

C. Quality of Life (cont.)

14. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

NOTE: "Off Base Personnel - civilian" crime statistics is data compiled for entire population of Kleberg County, Texas.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)			
Base Personnel - military	01		
Base Personnel - civilian			
Off Base Personnel - military		01	
Off Base Personnel - civilian			
2. Blackmarket (6C)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
3. Counterfeiting (6G)			
Base Personnel - military			
Base Personnel - civilian	01		
Off Base Personnel - military			
Off Base Personnel - civilian			
4. Postal (6L)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
6. Burglary (6N)			
Base Personnel - military	0	03	02
Base Personnel - civilian	0	03	0
Off Base Personnel - military	01	0	02
Off Base Personnel - civilian	01	0	0
7. Larceny - Ordnance (6R)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
8. Larceny - Government (6S)			
Base Personnel - military	12	04	11
Base Personnel - civilian	10	06	17
Off Base Personnel - military	02	01	01
Off Base Personnel - civilian	0	0	02

Off Base Personnel - civilian			

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
6. Burglary (6N)			
Base Personnel - military		03	02
Base Personnel - civilian		03	
Off Base Personnel - military	01		02
Off Base Personnel - civilian	490	404	525
7. Larceny - Ordnance (6R)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
8. Larceny - Government (6S)			
Base Personnel - military	12	04	11
Base Personnel - civilian	10	06	17
Off Base Personnel - military	02	01	01
Off Base Personnel - civilian			02

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)			
Base Personnel - military	21	10	10
Base Personnel - civilian	02	09	10
Off Base Personnel - military	17	14	08
Off Base Personnel - civilian	04	07	02
10. Wrongful Destruction (6U)			
Base Personnel - military	13	21	15
Base Personnel - civilian	07	10	10
Off Base Personnel - military	16	15	11
Off Base Personnel - civilian	03	03	04
11. Larceny - Vehicle (6V)			
Base Personnel - military	0	0	01
Base Personnel - civilian	0	0	0
Off Base Personnel - military	01	0	0
Off Base Personnel - civilian	0	0	0
12. Bomb Threat (7B)			
Base Personnel - military	07	02	0
Base Personnel - civilian	0	01	01
Off Base Personnel - military	02	0	0
Off Base Personnel - civilian	01	01	02

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)			
Base Personnel - military	21	10	10
Base Personnel - civilian	02	09	10
Off Base Personnel - military	17	14	08
Off Base Personnel - civilian	1160	1136	1125
10. Wrongful Destruction (6U)			
Base Personnel - military	13	21	15
Base Personnel - civilian	07	10	10
Off Base Personnel - military	16	15	11
Off Base Personnel - civilian	03	03	04
11. Larceny - Vehicle (6V)			
Base Personnel - military			01
Base Personnel - civilian			
Off Base Personnel - military	01		
Off Base Personnel - civilian	70	57	47
12. Bomb Threat (7B)			
Base Personnel - military	07	02	
Base Personnel - civilian		01	01
Off Base Personnel - military	02		
Off Base Personnel - civilian	01	01	02

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
14. Assault (7G)			
Base Personnel - military	02	01	03
Base Personnel - civilian	01	0	01
Off Base Personnel - military	05	13	15
Off Base Personnel - civilian	0	01	05
15. Death (7H)			
Base Personnel - military	0	01	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	01
Off Base Personnel - civilian	01	0	0
16. Kidnapping (7K)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
14. Assault (7G)			
Base Personnel - military	02	01	03
Base Personnel - civilian	01		01
Off Base Personnel - military	05	13	15
Off Base Personnel - civilian	104	133	194
15. Death (7H)			
Base Personnel - military		01	
Base Personnel - civilian			
Off Base Personnel - military			01
Off Base Personnel - civilian	03	02	04
16. Kidnapping (7K)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)			
Base Personnel - military	0	01	03
Base Personnel - civilian	0	01	02
Off Base Personnel - military	0	02	01
Off Base Personnel - civilian	0	0	0
19. Perjury (7P)			
Base Personnel - military	02	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	01	0	0
Off Base Personnel - civilian	0	0	0
20. Robbery (7R)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	01	0
Off Base Personnel - civilian	0	0	0
21. Traffic Accident (7T)			
Base Personnel - military	21	16	14
Base Personnel - civilian	07	13	14
Off Base Personnel - military	12	13	27
Off Base Personnel - civilian	02	03	02

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)			
Base Personnel - military		01	03
Base Personnel - civilian		01	02
Off Base Personnel - military		02	01
Off Base Personnel - civilian	35	58	64
19. Perjury (7P)			
Base Personnel - military	02		
Base Personnel - civilian			
Off Base Personnel - military	01		
Off Base Personnel - civilian			
20. Robbery (7R)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military		01	
Off Base Personnel - civilian	20	15	16
21. Traffic Accident (7T)			
Base Personnel - military	21	16	14
Base Personnel - civilian	07	13	14
Off Base Personnel - military	12	13	27
Off Base Personnel - civilian	568	613	545

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Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
23. Indecent Assault (8D)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
24. Rape (8F)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
25. Sodomy (8G)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

Features and Capabilities

C. Quality of Life (cont.)

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
23. Indecent Assault (8D)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
24. Rape (8F)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian	07	03	04
25. Sodomy (8G)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

Features and Capabilities

D. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?
Yes. NAS Kingsville has exceptional capabilities for future expansion or change in mission in all the infrastructure catagories indicated. Most notable is ground space. Our airspace and hangar space is particularly available for additional tasking. Departure of T-2 and A-4 will make the spaces readily available.

2. What is the availability of off-station acreage for possible future air station development?
There is a large amount of real estate on-station and off-station that is presently available for expansion and future development. Some ~~additional~~ AICUZ restrictions might be required.

CNATRA N3/2

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

RESPONSE ON PAGE 73-A GBMcCauley CNET N443 2MAY94

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	4668 KWH	CPL	~~647 MWH~~ ~~NAKWH~~ ~~9780 KWH~~	~~4562 KW~~ KW ~~KWH~~
Water (GPD)	380 MGD	STWA	0.251 MGD	0.366 MGD
Sewage (GPD)	0.6 MGD	In house	0.11 MGD	0.54 MGD
Natural Gas (CFH)	~~1,600,000 CFD~~ 66,667 CFH	ENTEX	~~800,000 CFD~~ 33334 CFH	~~750,000 CFD~~ 31,250 CFH
Short Term Parking	3750	N/A	2300	2500

CNATRA N61

CNATRA N61

Features and Capabilities

D. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission? YES, NAS KINGSVILLE HAS EXCEPTIONAL CAPABILITIES FOR FUTURE EXPANSION OR CHANGE IN MISSION IN ALL AREAS INDICATED. MOST NOTABLE IS GROUND SPACE. OUR AIRSPACE AND HANGER SPACE IS FULLY CAPABLE TO ACCOMMODATE EXPANSION, ESPECIALLY AFTER THE PHASE OUT OF T-2 AND A-4 AIRCRAFT.

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

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

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	4668 KW	CPL	64.7~~MWH~~ MKWH	4562KW
Water (GPD)	380 MGD	NAS & CITY	0.251MGD	0.366MGD
Sewage (GPD)	0.6MGD	NO	0.11MGD	0.54MGD
Natural Gas (CFH)	~~1,600,000CFD~~ 66,667 CFH	ENTEX	~~800,000~~ 33,334 ~~CFD~~ CFH	~~750,000CFD~~ 31,250 CFH
Short Term Parking	3750	NO	2300	2500
Long Term Parking	50	NO	00	00

CNATRA NG1

CNATRA NG1

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Features and Capabilities

D. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission? YES, NAS KINGSVILLE HAS EXCEPTIONAL CAPABILITIES FOR FUTURE EXPANSION OR CHANGE IN MISSION IN ALL AREAS INDICATED. MOST NOTABLE IS GROUND SPACE. OUR AIRSPACE AND HANGER SPACE IS FULLY CAPABLE TO ACCOMMODATE EXPANSION, ESPECIALLY AFTER THE PHASE OUT OF T-2 AND A-4 AIRCRAFT.

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

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

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	6150 KW	CPL (6150 KW)	3670 KW	4562KW
Water (GPD)	2,160,000 GPD 1,650,000 GAL* (*STORAGE CAPACITY)	NAS & SOUTH TEXAS WATER AUTHORITY (1,400,000 GPD)	251,000 GPD	366,000 GPD
Sewage (GPD)	0.6MGD	NO, NAS	0.11MGD	0.54MGD
Natural Gas (CFH)	80,000 CFH	ENTEX (80,000 CFH)	2,800 CFH	11,500 CFH
Short Term Parking	3750	NO	2300	2500
Long Term Parking	50	NO	00	00

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

Features and Capabilities

D. Ability for Expansion

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

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	4668 KWH	CPL	2700 KWH	4562 KW
Water (GPD)	380 MGD	STWA	0.251 MGD	0.366 MGD
Sewage (GPD)	0.6 MGD	IN HOUSE	0.11 MGD	0.54 MGD
Natural Gas (CFH)	80,000 CFH	ENTEX	2,800 CFH	11,500 CFH
Short Term Parking	3750	N/A	2300	2500
High Temp. Water/Steam Generation/ Distribution	NONE	N/A	N/A	N/A
LONG TERM PARKING	50	NO	Ø	Ø

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Features and Capabilities

D. Ability for Expansion (cont)
4. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonable expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities that prevent it from being further developed without demolition of existing infrastructure. Include in"Restricted" areas that are restricted for future development due to environmental constraints (e.g. wet lands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources. Identify the reason for the restriction when providing the acreage in the table below. Specify any other entry in "Other" (e.g. submerged lands).

Site Location: NAS KINGSVILLE

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	1452	1262	190 AICUZ, ESQD, HERO	0
Training	601	68	533, AICUZ, WETLANDS	0
Maintenance	167	88	0	79
Research & Development	NA			
Supply and Storage	61	31	30, AICUZ	0
Admin	87	60	27, AICUZ	0
Housing	100	62	38, AICUZ	0
Recreational	669	120	349, AICUZ	200
Navy Forestry Program	NA			

Replaces pg 74

Features and Capabilities

D. Ability for Expansion (cont.)

4. 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 base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres.

Site Location: NAS KINGSVILLE, TX

Land Use	Total Acres	Developed[6]	Available for Development	
			Restricted[7]	Unrestricted
Operational	1,557	1,367	190 Hero/ESQD AICUZ/Wetland	0
Training	601	68	533 AICUZ/Wetland	0
Research & Development	N/A			
Supply and Storage	61	31	30 AICUZ	0
Admin	87	60	27 AICUZ	0
Housing	100	62	38 AICUZ	0
Recreational	669	120	349 AICUZ/Wetland	200
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	600	0	415 AICUZ	185

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

[7] 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.

Hunting/fishing Programs	280	0	0	0

Navy Agricultural Outlease Program	600	0	415, AICUZ	185
Hunting/fishing Programs	218	0	0	0
Other	0	0	0	0
TOTAL	3955	1691	1582	464

(Continuation of Pg 74)

Features and Capabilities

D. Ability for Expansion (cont)
4. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonable expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities that prevent it from being further developed without demolition of existing infrastructure. Include in"Restricted" areas that are restricted for future development due to environmental constraints (e.g. wet lands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources. Identify the reason for the restriction when providing the acreage in the table below. Specify any other entry in "Other" (e.g. submerged lands).

Site Location: NALF ORANGE GROVE

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

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Replaces pg 76

Navy Forestry Program	NA			
Navy Agricultural Outlease Program	882 *	882	0	0
Hunting/fishing Programs	~~200~~ 600*	~~200~~ 600	0	0
Other	0	0	0	0
TOTAL	1596/~~1482*~~	1596/~~1482*~~	1.6	0

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~~* DUAL USE OF ACREAGE~~

* THESE ACRES ARE CONTAINED WITHIN THE 1,592 OPERATIONAL ACRES.

Continuation of Pg 76

Site Location: NALF ORANGE GROVE

Land Use	Total Acres	Developed[8]	Available for Development	
			Restricted[9]	Unrestricted
Operational	1,592	~~1,592~~ 1348	~~0~~ 244 AICUZ	0
Training	-	-	-	-
Research & Development	N/A			
Supply and Storage	.5	.4	.1 AICUZ	0
Admin	2.5	1.5	1.0 AICUZ	0
Housing	-	-	-	-
Recreational	1.0	.5	.5 AICUZ	-
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	882 *	882	0	0
Hunting/fishing Programs	600 *	600	0	0

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CNATRA N61

* THESE ACRES ARE CONTAINED WITHIN THE 1,592 OPERATIONAL ACRES.

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

[9] 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.

Features and Capabilities

D. Ability for Expansion (cont)
4. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonable expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities that prevent it from being further developed without demolition of existing infrastructure. Include in"Restricted" areas that are restricted for future development due to environmental constraints (e.g. wet lands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources. Identify the reason for the restriction when providing the acreage in the table below. Specify any other entry in "Other" (e.g. submerged lands).

Site Location: MCMULLEN TARGET RANGE

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	225.0	225.0	0	0
Training	10,388.32	4000	3877.86	0
Maintenance	0	0	0	0
Research & Development	NA			
Supply and Storage	0.1	0.1	0	0
Admin	25.46	20.46	0	5.0
Housing	0.1	0.1	0	0
Recreational	0	0	0	0
Navy Forestry Program	NA			
Navy Agricultural Outlease Program	NA			
Hunting/fishing Programs	6761.12 *	5.0	3877.86, BOMB RANGE	0
Other	0	0	0	0
TOTAL	10,638.98/ ~~6761.12*~~	4250.66	3877.86	5.0

*DUAL USE ACREAGE

CNATRA N61

Replaces pg 77

Site Location: MCMULLEN TARGET RANGE

Land Use	Total Acres	Developed[10]	Available for Development	
			Restricted[11]	Unrestricted
Operational	225	225	0	0
Training	~~10362.34~~ 10388.32	4000	~~6362.34~~ Bomb Range 3877.86	0
Research & Development	N/A			
Supply and Storage	.10	.10	0	0
Admin	25.46	20.46	0	5
Housing	.10	.10	0	0
Recreational	~~6800~~ 0	~~6800~~ 0	0	0
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	N/A	-	-	-
Hunting/fishing Programs	~~6800~~ 6761.12	5	~~6795~~ Bomb Range 3877.86	0

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

[11] 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.

Features and Capabilities

D. Ability for Expansion (cont)
4. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonable expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, off base housing, etc. Unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities that prevent it from being further developed without demolition of existing infrastructure. Include in"Restricted" areas that are restricted for future development due to environmental constraints (e.g. wet lands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources. Identify the reason for the restriction when providing the acreage in the table below. Specify any other entry in "Other" (e.g. submerged lands).

Site Location: TEXAS TERRACE HOUSING

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	NA			
Training	NA			
Maintenance	NA			
Research & Development	NA			
Supply and Storage	0.2	0.2	0	0
Admin	0.3	0.3	0	0
Housing	26.5	26.5	0	0
Recreational	3.0	3.0	0	0
Navy Forestry Program	NA			
Navy Agricultural Outlease Program	NA			
Hunting/fishing Programs	NA			
Other	0	0	0	0
TOTAL	30.0	30.0	0	0

Replaces Pg 78

Site Location: TEXAS TERRACE HOUSING

Land Use	Total Acres	Developed[12]	Available for Development	
			Restricted[13]	Unrestricted
Operational	N/A			
Training	N/A			
Research & Development	N/A			
Supply and Storage	.2	.2	0	0
Admin	.3	.3	0	0
Housing	26.5	26.5	0	0
Recreational	3.0	3.0	0	0
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	N/A			
Hunting/fishing Programs	N/A			

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

[13] 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.

5. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future. Excellent runways, operational support facilities, proximity to Gulf waters, proximity to Southern Hemisphere, abundance of airspace.

Features and Capabilities

E. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training air station. Please list each feature separately and provide a narrative explanation of the importance of the unique feature.

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

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

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

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

ANNEX A: Berthing Capacity **NOT APPLICABLE TO NAS KINGSVILLE**

1. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
N/A								

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[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

2. For each **Pier/Wharf** at your facility list the following **ship support characteristics:**

Table 2

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

3. For each **pier/wharf** listed above state today's normal **loading**, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 3

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

4. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realingnments**, state the expected normal **loading**, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 4

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

5.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

5.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

5.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

5.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

ANNEX B: Weapons and Munitions

Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

ORDNANCE COMMODITY TYPES		
Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched Threat	CADS/PADS	LOE: Gun Ammo (20mm-16")
Surface Launched Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
	Tactical Nuclear	LOE: Pyro/Demo Grenades/Mortars/Projectiles

1. Ordnance Stowage and Support

1.1 Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

Table 1.1: **Total Facility Ordnance Stowage Summary**

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
1773A	17.61	187.34	17.61	187.34	105.75	1125
1773B	20.61	219.25	20.61	219.25	105.75	1125
1772	0.33	3.57	0.33	3.57	3.76	40
3749	1006.75	10710	1006.75	10710	112.80	1200
2732	0.22	2.34	0.22	2.34	3.76	40
2733	0.22	2.34	0.22	2.34	3.76	40
PRSL*	0.09	0.95	0.09	0.95	1.51	16
PRSL*	0.09	0.95	0.09	0.95	1.51	16
1773C	11.15	118.62	11.15	118.62	105.75	1125
2731	0.22	2.34	0.22	2.34	3.76	40

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PRSL*	0.09	0.95	0.09	0.95	1.51	16
1774	1.00	10.36	1.00	10.36	90.24	960
1778	1.20	11001	1.20	11001	9.40	100
2730	0.22	2.34	0.22	2.34	3.76	40
TOTAL	1059.80	22262.35	1059.80	22262.35	553.02	5883

*PORTABLE READY SERVICE LOCKERS.

ANNEX B: Weapons and Munitions (continued)

1.2 For each Stowage facility identified in question 1.1 above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

- Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/ Stowage/Issue (RSSI); transhipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

Table 1.2: **Total Facility Ordnance Stowage Summary**

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
1773A-C CONCRETE TRIPLE ARCH EARTH COVERED	CLASS A B C	SQUADRON SUPPORT	CLASS A B C
1772 CONCRETE SINGLE ARCH EARTH COVERED	CLASS A B	EOD SUPPORT	CLASS A B
3749 INERT FACILITY	INERT	SQUADRON SUPPORT	INERT
RSL 2732	CLASS C	SQUADRON STOWAGE	CLASS B
RSL 2733	CLASS C	SQUADRON STOWAGE	CLASS B
RSL 2730	CLASS C	SQUADRON STOWAGE	CLASS B
RSL 1778	CLASS C	SQUADRON STOWAGE	CLASS B
PRSL	CLASS C	SQUADRON STOWAGE	CLASS B

ANNEX B: Weapons and Munitions (continued)

1.3 Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

Table 1.3: **Facility Rated Status**

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
1773A	1.4C-1.4S	20332.2	Y	N/A	N/A
1773B	1.4C-1.4S	22322.8	Y	N/A	N/A
1773C	1.3C-1.4C	7940	Y	N/A	N/A
1772	1.4G-1.4S	330.39	Y	N/A	N/A
2730	1.4G-1.4S	280.91	Y	N/A	N/A
2731	1.4G-1.4S	280.91	Y	N/A	N/A
2732	1.4G-1.4S	280.91	Y	N/A	N/A
2733	1.4G-1.4S	280.91	Y	N/A	N/A
PRSL	1.4C-1.4G	28.91	Y	N/A	N/A
PRSL	1.4C-1.4G	28.91	Y	N/A	N/A
1774	1.3C	299.12	Y	N/A	N/A
1778	N/A	N/A	N/A	N/A	N/A
3749	N/A	N/A	N/A	N/A	N/A
PRSL	1.4C-1.4G	28.91	Y	N/A	N/A

PRSL	CLASS C	SQUADRON STOWAGE	CLASS B
PRSL	CLASS C	SQUADRON STOWAGE	CLASS B
GUN VAULT 2731	M-14,45,38,PYRO GUN,SHOTGUN	ASF, SECURITY, WEAPS QUALS	ANY TYPE SMALL ARMS
ROCKETS/20 MM BUILDUP BLDG	NONE	SQUADRON SUPPORT	NONE

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Additional comments:

ANNEX B: Weapons and Munitions (continued)

1.4 Identify any restrictions which prevent maximum utilization of your facilities. If restrictions are based on facility conditions, specify reason, the cost to correct the deficiency, and identify any programmed projects that will correct the deficiency and/or increase your capability.

a. The pistol range is currently inoperable due to lack of certification by NAVFACENGCOM. Cost of alterations to correct deficiencies is $50K and project number is KR12-93, "Small Arms Range Modifications/Land Purchase". The project is scheduled for 4th QTR FY 94 execution.

b. The access roads to the armory don't meet width criteria for transporting ordnance. A repair project KR11-93, "Repair Ammo Road", will be executed in 4th QTR FY 94. Estimated cost is $125K.

1.5 Identify if your activity performs any of the following functions on any of the ordnance commodities previously listed. Technical support includes planning, financial, administrative, process engineering and SOP support. Within each related function identify each ordnance commodity type for which you provide these services and the total Direct Labor Man Hours (DLMHs) expended (FY 1994); identify only those DLMHs expended by personnel under your command.

Table 1.5: **Related Ordnance Support**

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	Y/WEPS	MAG. INSP/MAINT.	1560 HRS/YR
Testing	Y/PW	MAG. GRNDING TEST	10/YR
Manufacturing	N/A	N/A	N/A
Outload	Y	ADMIN/ PLANNING	2080 HRS/YR
Technical Support	N	NONE	NONE

ANNEX C: Maintenance, Repair and Equipment Expenditures

1. Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

- Maintenance of Real Property (MRP) is the budgetary term gathering the expenses or budget requirements for facility work and includes recurring maintenance, major repairs and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

- Current Plant Value (CPV) referred to incorporates Class 2 Real Property and is the hypothetical dollar amount required to replace a Class 2 facility in kind at today's dollars (e.g.: the cost today to replace an existing wood frame barracks with another barracks, also wood frame).

- Acquisition Cost of Equipment (ACE) reports the total cumulative acquisition cost of all "Personal Property" equipment which includes the cost of installed equipments directly related to mission execution (such as lab test equpiment). Class 2 installed capital equipment which is integral to the facility should not be reported as ACE.

Table A: Expenditures and Equipment Values

FY	MRP ($ K)	CPV ($ K)	ACE ($ K)
1986	3,459 ~~6781~~	239142	UNKNOWN
1987	5,146 ~~7277~~	245272	23299
1988	5,180 ~~7250~~	258041	21903
1989	3,426 ~~11748~~	266361	20289
1990	5,128 ~~13320~~	271705	20304
1991	4,624 ~~5067~~	282590	17015
1992	5,071 ~~7031~~	290183	18292
1993	6,837 ~~8578~~	302753	11204
1994	7,714 ~~8647~~	312000	11204
1995	7,229 ~~11335~~	315248	11000
1996	5,391 ~~9219~~	318517	11000
1997	4,033 ~~8142~~	321799	11000

CNATRA N62

KLEBERG COUNTY AIR INSTALLATION ZONING ORDINANCE

SECTION:

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

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

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

(B) Findings of Fact.

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

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

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

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

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

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

Attachment (1) to DC3 NASKINGS

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

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

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

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

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

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

(C) Purpose.

1. Protect human life and health;

2. Minimize expenditures of public money for land acquisition, easements, or other methods of mitigation;

3. Minimize damage to property from aircraft operations and accidents;

4. Help maintain a sound local economy and stable tax base by assuring the continued operation and efficiency of the Naval Air Station; and

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

(D) Methods of Mitigation.

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

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

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

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

1-A-2: DEFINITIONS

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

AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ)	1992 NAS Kingsville Zones are developed by the Department of Defense or as subsequently updated.
ACCIDENT POTENTIAL ZONE 1 (APZ-1)	The area beyond the Clear Zone which possesses a significant potential for accidents.
ACCIDENT POTENTIAL ZONE 2 (APZ-2)	An area beyond APZ-1 (or clear zone if APZ-1 is not used) which has a measurable potential for aircraft accidents.
CLEAR ZONE	The area immediately beyond the end of the runway possessing a high potential for accidents.
NOISE ZONE 2	Areas subject to a sound impact average (Ldn) greater than 65 Ldn, but less than 75 Ldn, requiring noise attenuation.
NOISE ZONE 3	Areas subject to a sound impact average (Ldn) greater than 75 Ldn requiring prohibition of certain uses and noise attenuation.

1-A-3: GENERAL PROVISIONS

(A) Land to Which this Article Applies:

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

(B) Basis for Establishing AICUZ Areas:

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

(C) Permit Required:

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

(D) Compliance:

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

(E) Abrogation and Greater Restrictions:

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

(F) Interpretation:

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

1. Considered as minimum requirements;

2. Liberally construed in favor of the governing body; and

3. Deemed neither to limit nor repeal any other powers granted under State statute.

(G) Warning and Disclaimer of Liability:

The measures required by this Article are considered

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

1-A-4: <u>ADMINISTRATION AND RESTRICTIONS</u>

(A) Airport Zoning Board Established:

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

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

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

(B) Duties and Responsibilities:

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

1. Maintain and hold open for public inspection all records pertaining to this Article.

2. Review, approve, deny or otherwise process applications made under the provisions of this Article.

3. Interpret, as needed, the exact boundaries of noise and accident zones on the AICUZ footprint. Where actual

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

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

(C) Permit Procedures:

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

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

(D) Zoning Adjustment Board Established:

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

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

a. Reverse an order, requirement, decision, or determination of the administrative agency;

b. Decide in favor of an applicant on a matter on which the board is required to pass under an airport zoning regulation; or

c. Make a variation in an airport zoning regulation.

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

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

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

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

(E) Authority of Zoning Adjustment Board:

1. The Board of Adjustment shall:

a. Hear and decide an appeal, as provided by Sections 1-A-4(D)(2) & 1-A-4(E)(2) from an order, requirement, decision, or determination made by the administrative agency in the enforcement of an airport zoning regulation;

b. Hear and decide special exceptions to the terms of an airport zoning regulation when the regulation requires the board to do so; and

c. Hear and decide specific variances under Sections 1-A-4(D)(2) & 1-A-4(E)(2).

2. Variance Authority:

a. A person who desires to erect or increase the height of a structure, permit the growth of an object of natural growth, or otherwise use property in violation of an airport zoning regulation, may apply to the Board of Adjustment for a variance from the regulation.

b. The board shall allow a variance from an airport zoning regulation if:

(1) practical difficulty or necessary hardship; and

(2) the granting of the relief would:

(a) result in substantial justice being done;

(b) not be contrary to the public interest; and

(c) be in accordance with the spirit of

the regulation and this chapter.

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

3. Variance Procedure

a. A decision of the administrative agency made in its administration of an airport zoning regulation may be appealed to the Board of Adjustments by:

(1) A person who is aggrieved by the decision;

(2) a taxpayer who is affected by the decision; or

(3) the governing body of a political subdivision or a joint airport zoning board that believes the decision is an improper application of the airport zoning regulation.

b. The appellant must file with the board and the administrative agency a notice of appeal specifying the grounds for appeal. The appeal must be filed within a reasonable time as determined by the rules of the board. On receiving the notice, the administrative agency shall immediately transmit to the board all the papers constituting the record of the action that is appealed.

c. An appeal stays all proceedings in furtherance of the action that is appealed unless the administrative agency certifies in writing to the board facts supporting the agency's opinion that a stay would cause imminent peril to life or property. In that case, the proceedings may be stayed only by an order of the board, after notice to the administrative agency, if due cause is shown.

d. The board shall set a reasonable time for the appeal hearing and shall give public notice of the hearing and due notice to the parties in interest. A party may appear at the appeal hearing in person or by agent or attorney. The board shall decide that appeal within a reasonable time.

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

1-A-7 ENFORCEMENT; PENALTY; REMEDIES

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

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

(1) prevent the unlawful action or use;

(2) restrain, correct, or abate the violation;

(3) prevent the occupancy of the building, other structure, or land; or

(4) prevent any illegal act, conduct, business, or use on or about the premises.

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

(F) Subdivision:

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

1-A-5: NONCONFORMING USES

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

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

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

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

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

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

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

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To JOHN DAWSON	From R. GATTIMORE
Co. PWKS NASKINGSVILLE	Co. SOUTHNAVFACENGCOM
Dept. PLANNING	Phone # (803)743-0993
Fax # (512)595-6950	Fax # (803)743-0993

I. INTRODUCTION

A. Purpose and Need

The purpose of the development of the AICUZ program is to achieve compatibility between military air installations and surrounding communities primarily through land use, zoning, and land development guidelines. This compatibility is achieved by successful accomplishment of the following four objectives:

1. Protect health, safety, and welfare of civilians and military personnel by discouraging land uses which are incompatible with aircraft operations;

2. Protect Navy and Marine Corps installation investment by safeguarding the operational capabilities of those installations;

3. Reduce noise caused by aircraft operations while meeting operational, training, and flight safety requirements, both on and in the vicinity of air installations; and

4. Inform the public about the AICUZ program and seek cooperative efforts to minimize noise and aircraft accident potential impact in the vicinity of the military air installations.

Revision of the last Chief of Naval Operations (CNO) approved AICUZ plan for NAS Kingsville, prepared in 1981 and approved in 1983, has been necessitated by two actions. First is the closure of NAS Chase Field in Beeville, Texas and the subsequent realignment of training resources and functions to NAS Meridian, Mississippi and NAS Kingsville. These increased operations levels required analysis for potential increases in both noise and accident potential areas. Secondly, the Navy's conversion to the T-45 as its primary training aircraft required analysis because the T-45 possesses a different acoustic signature than the current aircraft being used at NAS Kingsville.

B. Methodology

The AICUZ footprint is a composite image incorporating (1) the geographical expanse within the 65 L_{dn} noise contour and (2) the runways and associated primary surfaces, clear zones, and accident potential zones. The noise report was finalized by Harris Miller Miller & Hanson, Inc. in January 1992 and utilized to determine potential noise impacts of the realignment due to the closure of NAS Chase Field and potential impacts from the impending conversion to the T-45 aircraft. The accident potential zones shown were developed in September 1992 by SOUTHNAVFACENGCOM using annual operations per flight track per the noise survey prepared by HMMH. The composite AICUZ footprint is the graphic presentation of the merging of these two data sets.

Attachment 2
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II. OPERATIONS

A. Base Mission

Broadly stated, the mission of NAS Kingsville is to maintain and operate facilities and provide the services and materials needed to support the operations of aviation activities and units of the Naval Air Training Command. Support to ancillary activities and units is also provided by the station as directed by CNO.

NAS Kingsville functions as a command under the Chief of Naval Education and Training (CNET) through the Chief of Naval Air Training (CNATRA). The Commander, Training Air Wing Two (COMTRAWING TWO), a tenant command aboard NAS Kingsville, acts as immediate superior in command to the commanding officers of NAS Kingsville and Training Squadrons Twenty-One, Twenty-Two, and Twenty-Three. COMTRAWING TWO administers and supervises flight and academic training support services and facilities to all COMTRAWING TWO activities and other tenant commands. The pilot training in COMTRAWING TWO includes classroom training, hands-on simulator training, and in-flight training.

B. Operational Facilities

Operational facilities at NAS Kingsville consists of four runways configured as pairs for still- and cross-wind utilization. Each runway is 200 feet wide and 8,000 feet long. (See Table *) Runway 13 R/L is the primary (instrument) runway. Airfield lighting is provided for all runways. The airfield elevation is 50 feet above mean sea level. **(IF READILY AVAILABLE, ADD NAVAIDS AND ARRESTING GEAR DATA.)**

Table *

Runway Descriptions for NAS Kingsville

Runway	Magnetic Heading (degrees)	Length (Feet)	Width
13R/L	126	8,000	200
35R/L	352	8,000	200
31R/L	306	8,000	200
17R/L	172	8,000	200

Flight activities at NAS Kingsville include fixed wing arrivals, departures and patterns including touch and go, field carrier landing practice (FCLP), straight-in approaches, break approaches, practice ground controlled approach, and practice precautionary approach.

There is one high-power, in-frame engine runup pad. Low-power engine runs are also conducted at this same pad and in two areas on the flight line. High-power engine runups may occur from 0600 hours until 2400 hours. There are no jet engine test cells or acoustic enclosures for out-of-frame engine testing at NAS Kingsville.

The airfield is open for flight operations from 0700-2230 on weekdays and 1000-2000 on Sundays. No operations are conducted on Saturdays.

C. Assigned Aircraft

Currently, the flight training at NAS Kingsville is conducted using the TA-4 and the T-2. The T-2, a two-powerplant aircraft with a side-by-side seating configuration, is used for the most basic jet training. As the training regime becomes more advanced, the student pilots will transition to the one engine TA-4 with a conventional fore-and-aft seating arrangement. The Navy is currently transitioning to the T-45 trainer, which replaces the T-2 and TA-4. The T-45 is operational now, in limited numbers, and the full conversion to this aircraft should be completed at NAS Kingsville in 1996.

III. NOISE ENVIRONMENT

A. Background

A noise report was prepared for NAS Kingsville in a period between December 1991 and January 1992. This noise analysis served to support impacts analysis for the environmental impact assessment being prepared for the closure of NAS Chase Field, in Beeville, Texas. Three noise environment scenarios were prepared. First, contours were developed for 1991 level operations with A-4 and T-2 aircraft. Secondly, contours with projected operations activity after the closure of NAS Chase Field were prepared. Finally, contours based on projected operations activity including a full conversion to the T-45 aircraft were prepared. Ultimately, the Navy chose to use the T-45 condition as a baseline because the T-45s will be coming on-line in 1993 (full conversion by 1996). Also, the Chief of Naval Operations Instruction (OPNAVINST) 11010.36A, Air Installation Compatible Zones (AICUZ) Program requires analysis of five-year projected operational conditions which is satisfied by using the T-45 analysis.

B. Description of the L_{dn} Concept

The Day/Night Average Sound Level (L_{dn}) noise descriptor used in the aircraft noise study was adopted by the Department of Defense in 1975 for depicting community noise. Prior to this time, the department had utilized the Noise Exposure Forecast (NEF) and the Composite Noise Rating (CNR). The L_{dn} system provides a reasonable description of the magnitude and impact of environmental noise in the community.

L_{dn} is a logarithmic average of the environmental sound measured in units of the A-weighted average sound level in decibels (dB) during a 24-hour period with a 10dB weighting applied to nighttime sound levels. The A-weighting relates various sound frequencies to the

frequency sensitivity of the average human ear. In AICUZ studies, the procedure takes into account flight tracks, the number of operations, and the fly-over noise associated with a given aircraft on a give flight pattern corrected for the duration of sound. The nighttime 10 dB weighting, applied to sound levels occurring between 2200 and 0700 hours, accounts for the greater impact environmental noise generally has on residential areas at night. This is due to a lower level of exterior background noise and a decrease in the interior sound level generated by normal household activities at night.

As a minimum, the Department of Defense requires that sound level contours be plotted for L_{dn} values of 65, 70, 75, and 80 in AICUZ studies. Three general noise zones are defined: (1) areas with an L_{dn} of 65 or lower, (2) areas with an L_{dn} of between 65 and 75, and (3) areas with a L_{dn} of 75 or greater. The three areas are termed noise zones 1, 2, and 3, respectively. Recently, L_{dn} values of 60 have been added to account for potential noise impacts in areas of low ambient noise levels.

Noise Zone 1 is essentially an area of no impact. Noise Zone 2 is an area of moderate impact where some land use controls are needed. Noise Zone 3 is the most severely affected area and requires the greatest degree of compatible use controls.

C. Survey Methodology

The collection of operations data for the aircraft noise report involved the preparation of a series of tables and figures by air traffic control personnel, by air operations personnel, and by squadron personnel at NAS Kingsville. This information included such data as the number of operations per day; the use of percentages of each arrival and departure track and pattern; aircraft power settings, speeds, and altitudes for departures, arrivals, and patterns; and the number and duration of high-power runups. The specific breakdown by operations type for NAS Kingsville was derived from an Air Traffic Activity Analyzer (ATAA) or "Black Box" data set which included operations from January 1988 through September 1989.

Noise contours are normally based upon "average busy day' operations. This is defined as an average of the number of operations occurring during a 24-hour period when an airfield is in full operation. For many air stations, this figure is equivalent to the annual average daily operations or the annual traffic count divided by the number of days the station is open annually. For NAS Kingsville, the "average busy day" differs somewhat from the "average annual day". First, the "annual average day" is computed by dividing the total annual operations by 365. Those days having less than half this number of operations are omitted from further consideration. Total operations for the remaining days are divided by the days remaining to yield the average busy day.

At NAS Kingsville, the key values for AICUZ development include 303 operational days per annum (the field is closed on Saturdays), with a total annual figure of 351,000 operations. These numbers were used to compute the annual operations by flight track to check for APZ applications later in this report.

D. Noise Contours

The noise study determined that the highest exposure levels were located at the ends of the runways, the areas where aircraft are at their lowest altitude and highest noise level; and along the sides of the runways (see Figure *).

The 1992 study showed a considerable reduction in noise contour area (by acres) from the total area indicated in the 1981 study (see Table *). The report indicates differences in the contours due to changes in runway utilization between 1981 and 1992 operations, and increased activity closer to the runways such as high-power pattern operations. Despite a total operations increase, and a higher noise profile associated with the T-45 aircraft, the overall effect of the revisions is a smaller noise footprint.

E. Land Use Compatibility and Noise

In conjunction with the analysis of noise exposure and anticipated community response, a designation of land uses compatible with the various noise zones has been made. The compatibility of a particular land use with different levels of sound is a function of the sensitivity to noise of the various human activities that occur in that land use. The compatibility of a residential land use in an area, for example, depends upon the sensitivity to sound of a variety of human activities such as sleeping, eating, and casual conversation. Land uses according to standard land use classifications which would best be suited in various noise zones is presented in the OPNAVINST 11010.36A. These tables can be used to identify the incompatibilities of existing and projected land uses in the affected area. The tables also serve municipal governments as a guideline to zoning designations which are best suited to those lands within the noise footprint of a military airfield.

IV. ACCIDENT POTENTIAL ZONES

A. Methodology

The Accident Potential Zone (APZ) concept was developed to describe the probable impact area of an aircraft if an accident were to occur. APZs do not describe the probability an accident may occur. The probable impact areas geometry was derived from many years of historical military aircraft accident data. Detailed analysis of this data led to the three distinct accident areas (zones) summarized below.

Clear Zones. The area immediately beyond the usual runway threshold is designated the "clear zone". This area, which is adjacent to the runway, possesses a higher potential for accidents than other areas further away from the runway. The clear zone is required for all active runway ends.

Accident Potential Zone I (APZ-I). APZ-I is the area beyond the clear zone which still possesses a measurable potential for accidents relative to the clear zone. APZ-I is provided under flight tracks which experience 5,000 or more annual operations (departures or landings).

Table *

Noise Encumberance Comparison, 1981 Versus 1992, NAS Kingsville

	1981	1992
Acres Within Noise Zone 3 (L_{dn} 75 +)		
On Base	1,338	1,608
Off Base	1,752	511
Total	3,090	2,119
Acres Within Noise Zone 2 (L_{dn} 65-75)		
On-Base	564	1,020
Off-Base	9,632	5,766
Total	10,196	6,786
Acres Within Noise Zones 2 and 3		
On-Base	1,902	2,628
Off-Base	11,384	6,277
Total	13,286	8,905

Accident Potential Zone II (APZ-II). APZ-II is an area beyond APZ-I (or clear zone if APZ-I is not used) which has a measurable potential for aircraft accidents relative to APZ-I or the clear zone. APZ-II is used whenever APZ-I is required. If APZ-I is not warranted, APZ-II may still be used if an analysis of operations and/or accidents indicates a need for it. In this case, rationale shall be provided for use of APZ-II and it shall be applied adjacent to the clear zone.

It should be noted APZs may also be applied to flight tracks experiencing less than 5,000 annual operations if two or more closely aligned flight tracks have combined annual operations exceeding 5,000.

The OPNAVINST 11010.36A also prescribes the geometry for the clear zone and the APZs for the designated runway classification. The Department of Defense fixed-wing runways are separated into two classes for the purpose of defining accident potential areas. Class A runways are used primarily by light aircraft and do not have the potential for intensive use by heavy or high performance aircraft. Typically, Class A runways have less than 10 percent of their operations involving heavier aircraft and are usually less than 8,000 feet long. Class B runways are all other fixed-wing runways. All runways at NAS Kingsville are Class B runways.

In preparation of the NAS Kingsville AICUZ footprint, APZ Is and IIs were established using total annual operations numbers taken from the modeled operations of the Aircraft Noise Report prepared for NAS in 1992. As with the noise contour development, the annuals operations numbers accounting for the closure of NAS Chase Field with a full conversion to the T-45 aircraft were used to determine along which flight tracks APZs should be applied. Annual aircraft operations are summarized by Table *, Annual Operations by Flight Track.

There are two noticeable changes to the APZ footprint of 1992 when compared to the footprint of the 1981 AICUZ plan. First, the wrap-around APZs associated with the 1992 pattern operations at NAS are wider and encumber more land, especially on-station. These larger APZ areas are indicative of increased touch-and-go and FCLP activity required at NAS Kingsville resulting from the closure of NAS Chase Field. The larger area results from increased flight activity (more flight tracks experiencing 5,000 annual operations than before) and flight track modifications (flight tracks being directed over greater land area to accommodate more aircraft in the pattern while maintaining a safe separation of aircraft).

Secondly, there is a noticeable absence of straight-out APZs relating to approach and departure operations. Again, to maximize training time while keeping student flight activity controlled, approaches defined by 1992 data are pattern operations instead of the straight-in arrivals flown when the 1981 AICUZ was prepared. This pattern modification eliminates the straight APZs because APZs are not applied to the approach and overflight segment of the approach track, but are applied only to the actual landing portion of the pattern. The landing portion of the NAS Kingsville approaches is contiguous with other pattern operations, and are thus within the confines of the pattern APZs.

Table *
Annual Operations by Flight Track

Runway 13R					
Track Type	Track	Description	T-45		Total Annual OPS
			Day	Night	
Arrivals	K1	Straight-In	0.414	0.008	128
	K2	Straight-In	0.000	0.000	0
	G1	Approach & In	1.543	0.030	477
	G2	Approach & In	6.312	0.122	1,950
T & Gs	C1	Touch & Go	0.000	0.000	0
	C2	Touch & Go	47.662	2.298	15,138
	C3	Touch & Go	47.662	2.298	15,138
GCAs	J1	Ground Controlled Approach	12.685	0.955	4,133
FCLPs	D1	Carrier Landing Prac.	28.867	0.649	8,943
Departures	A1	Straight Out	8.117	0.312	2,554

Runway 13L					
Track Type	Track	Description	T-45		Total Annual OPS
			Day	Night	
Arrivals	K1	Straight-In	1.223	0.024	378
	K2	Straight-In	0.000	0.000	0
	G1	Approach & In	4.564	0.088	1,410
	G2	Approach & In	18.670	0.362	5,767
T & Gs	C1	Touch & Go	0.000	0.000	0
	C2	Touch & Go	140.978	6.798	44,776
	C3	Touch & Go	140.978	6.798	44,776
GCAs	J1	Ground Controlled Approach	37.520	2.824	12,224
FCLPs	D1	Carrier Landing Prac.	85.384	1.921	26,453
Departures	A1	Straight Out	24.009	0.922	7,554

Table * (cont.)

Runway 31R					
Track Type	Track	Description	T-45		Total Annual OPS
			Day	Night	
Arrivals	K1	Straight-In	0.094	0.002	29
	K2	Straight-In	0.000	0.000	0
	G1	Approach & In	0.352	0.007	109
	G2	Approach & In	1.439	0.028	445
T & Gs	C1	Touch & Go	0.000	0.000	0
	C2	Touch & Go	10.684	0.524	3,450
	C3	Touch & Go	10.684	0.524	3,450
GCAs	J1	Ground Controlled Approach	2.891	0.218	942
FCLPs	D1	Carrier Landing Prac.	4.787	0.108	1,483
Departures	A1	Straight Out	1.850	0.071	582

Runway 31L					
Track Type	Track	Description	T-45		Total Annual OPS
			Day	Night	
Arrivals	K1	Straight-In	0.034	0.001	11
	K2	Straight-In	0.000	0.000	0
	G1	Approach & In	0.128	0.002	39
	G2	Approach & In	0.522	0.010	161
T & Gs	C1	Touch & Go	0.000	0.000	0
	C2	Touch & Go	3.939	0.190	1,251
	C3	Touch & Go	3.939	0.190	1,251
GCAs	J1	Ground Controlled Approach	1.048	0.079	341
FCLPs	D1	Carrier Landing Prac.	1.736	0.039	538
Departures	A1	Straight Out	0.671	0.026	211

Table * (cont.)

Runway 17R					
Track Type	Track	Description	T-45		Total Annual OPS
			Day	Night	
Arrivals	K1	Straight-In	0.124	0.002	38
	K2	Straight In	0.000	0.000	0
	G1	Approach & In	0.462	0.009	143
	G2	Approach & In	1.890	0.037	504
T & Gs	C1	Touch & Go	0.000	0.000	0
	C2	Touch & Go	14.272	0.688	4,533
	C3	Touch & Go	14.272	0.688	4,533
GCAs	J1	Ground Controlled Approach	3.798	0.286	1,237
FCLPs	D1	Carrier Landing Prac.	3.462	0.078	1,073
Departures	A1	Straight Out	2.431	0.093	765

Runway 17L					
Track Type	Track	Description	T-45		Total Annual OPS
			Day	Night	
Arrivals	K1	Straight-In	0.435	0.008	134
	K2	Straight-In	0.000	0.000	0
	G1	Approach & In	1.622	0.031	501
	G2	Approach & In	6.635	0.129	2,049
T & Gs	C1	Touch & Go	0.000	0.000	0
	C2	Touch & Go	50.099	2.416	15,912
	C3	Touch & Go	50.099	2.416	15,912
GCAs	J1	Ground Controlled Approach	13.333	1.004	4,344
FCLPs	D1	Carrier Landing Prac.	12.153	0.273	3,765
Departures	A1	Straight Out	8.532	0.328	2,685

Table * (cont.)

Runway 35R					
Track Type	Track	Description	T-45		Total Annual OPS
			Day	Night	
Arrivals	K1	Straight-In	0.609	0.012	188
	K2	Straight-In	0.000	0.000	0
	G1	Approach & In	2.271	0.044	701
	G2	Approach & In	9.288	0.180	701
T & Gs	C1	Touch & Go	0.000	0.000	0
	C2	Touch & Go	70.134	3.382	22,275
	C3	Touch & Go	70.134	3.382	22,275
GCAs	J1	Ground Controlled Approach	18.665	1.405	6,081
FCLPs	D1	Carrier Landing Prac.	24.590	0.553	7,618
Departures	A1	Straight Out	11.944	0.459	3,758

Runway 35L					
Track Type	Track	Description	T-45		Total Annual OPS
			Day	Night	
Arrivals	K1	Straight-In	0.194	0.004	60
	K2	Straight-In	0.000	0.000	0
	G1	Approach & In	0.723	0.014	223
	G2	Approach & In	2.956	0.057	913
T & Gs	C1	Touch & Go	0.000	0.000	0
	C2	Touch & Go	22.324	1.076	7,090
	C3	Touch & Go	22.324	1.076	7,090
GCAs	J1	Ground Controlled Approach	5.941	0.447	1,936
FCLP's	D1	Carrier Landing Prac.	7.827	0.176	2,425
Departures	A1	Straight Out	3.802	0.146	1,196

V. COMPOSITE AICUZ FOOTPRINT

A. Current AICUZ

The post-realignment, full-conversion to T-45 composite AICUZ footprint is shown by Figure *. This footprint should serve as the activity planning tool to promote compatible development around NAS Kingsville for at least the next five years.

B. Changes from the Previous AICUZ

Major differences between the 1992 AICUZ footprint and the 1981 footprint include:

1. An overall reduction in the amount of land encumbered within the 65 L_{dn} or greater areas in 1992 except west of the station, towards the city of Kingsville.

2. A slight reduction in net encumberance by 1992 APZs although the APZ footprint configuration changed noticeably. Operations modifications eliminated all but one straight-out (in) APZ but areas west of station increased as a result of more pattern operations activity.

3. The above factors combined to shrink the size of the overall AICUZ footprint in 1992.

Command: **NAS Kingsville**

Data Call Number Three Amendment One

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

5/2/94
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 (Please type or print)

Signature

Acting
Title

6 MAY 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

S. L. COUNTS
NAME (Please type or print)

SLCounts
Signature

CAPTAIN, COMMODORE
Title

19 APR 94
Date

TRAINING AIR WING TWO
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

29 APR 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

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

ACTIVITY COMMANDER

J. D. MAXEY
NAME (Please type or print)

J. D. Maxey
Signature

CAPTAIN, COMMANDING OFFICER
Title

4/19/94
Date

NAS KINGSVILLE, TX
Activity

Command: **NAS Kingsville**

Data Call Number Three Amendment One Revisions
(Page 73)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

J. D. Anderson
Signature

Acting
Title

5/31/94
Date

CNET
Activity

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

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

J. B. GREENE, JR.
NAME

Signature

ACTING
Title

2 JUN 94
Date

BRAC-95 DATA CALL 3
NAS KINGSVILLE UIC 60241

REVISIONS OF 5/16/94, PAGE 73

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 25 May 94

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

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

NEXT ECHELON LEVEL (if applicable)

J. L. MARKSBURY, CDR, USN
NAME (Please type or print)

Signature

CHIEF STAFF OFFICER
Title

Date 5/16/94

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

DATA CALL 3 (REVISION 1)

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

5/6/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

Revision

Command: **NAS KINGSVILLE**

Data Call Number Three Amendment One Revisions
(Pages 6, & 22)

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
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)

NAME

Signature

Title

Date

Revision

BRAC-95 DATA CALL 3
NAS KINGSVILLE UIC 60241

CNATRA REVISIONS OF 5/18/94, PAGES 6 & 22

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

Command: **NAS Kingsville**

Data Call Number Three Revision
(Page 61)

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

MAJOR CLAIMANT LEVEL

PAUL E. TOBIN
NAME

Signature

CNET
Title

28 JUN 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)

R. R. SAREERAM
NAME

Signature

ACTING
Title

30 JUN 1994
Date

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training (Acting)
Title

20 JUN 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)

J. L. MARKSBURY, CDR, USN
NAME (Please type or print)

Signature

ACTING COMMANDER
Title

15 June 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

6/15/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

N60241

Command: **NAS Kingsville**

Data Call Number Three Amendment One Revisions
(Pages 67-72)

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

7/20/94
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 (Please type or print)

Signature

Title

8/3/94
Date

Activity

BRAC 95 DATA CALL 3
NAS KINGSVILLE UIC 60241

18 JUL REC'D

STATION REVISIONS OF 7/5/94 (IRT CNET PENSACOLA 241800Z JUN 94), PAGES 67-72

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 15 JUL 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

NAS KINGSVILLE TX
REVISION 2 TO DATA CALL 3 PGS 67, 68, 69, 70, 71, 72

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
Title

8 July 1994
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241 (DC3 2R 5 JUL 94)

NAS KINGSVILLE TX
REVISION 2 TO DATA CALL 3 PGS 67, 68, 69, 70, 71, 72

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

7/6/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

N60241 (DC3 2R 5 JUL 94)

Command: **NAS Kingsville**

Data Call Number Three Amendment One Revisions
(Pages 19A-19I)

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	PEH
NAME	Signature
Acting	23AU694
Title	Date
CNET	
Activity	

Encl (7)

BRAC-95 DATA CALL 3
NAS KINGSVILLE UIC 60241

STATION REVISIONS OF 7/29/94, PAGES 19A-19I

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

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)

W. A. EARNER
NAME (Please type or print)

WAEarner
Signature

Title

8/29/94
Date

Encl(4)

NAS KINGSVILLE TX
REVISION 4 TO DATA CALL 3
PGS 19A, 19B, 19C, 19D, 19E, 19F, 19G, 19H, 19I

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
Title

29 July 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

NAS KINGSVILLE TX
REVISION 4 TO DATA CALL 3
PGS 19A, 19B, 19C, 19D, 19E, 19F, 19G, 19H, 19I

BRAC-95 CERTIFICATION

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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

7/29/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

Command: **NAS Kingsville**

Data Call Number Three Amendment One Revision
(Page 32)

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT
NAME

T W Wright
Signature

CNET
Title

9-13-94
Date

CNET
Activity

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

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

W. A. EARNER
NAME

W A Earner
Signature

Title

9/21/94
Date

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

7 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 (3)

NAS KINGSVILLE TX
REVISION5, DC3, PGS 32

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

9/2/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
Activity

NAS KINGSVILLE TX
REVISION5, DC3, PG 32

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

NEXT ECHELON LEVEL (if applicable)

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

SLCounts
Signature

COMMANDER
TITLE

6 Sep 94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity

N60241

Command: **NAS Kingsville**

Data Call Number Three Amendment One Revision
(Page 28)

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

19 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)

W. A. EARNER
NAME

WAEarner
Signature

Title

9/23/94
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)

WBHayden
Signature

Chief of Naval Air Training
Title

13 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

NAS KINGSVILLE TX
REVISION 5, DC3, PG 28

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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ACTIVITY COMMANDER

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

Signature

COMMANDING OFFICER
Title

9/8/94
Date

NAVAL AIR STATION, KINGSVILLE, TX
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)

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

SLCounts
Signature

COMMANDER
TITLE

9/8/94
Date

TRAINING AIR WING TWO, KINGSVILLE, TX
Activity