

DCN: 7764



The Greater Kingsville Economic Development Council

P. O. Box 5032 Kingsville, TX 78364 Phone: (361) 592-6438

Facsimile Transmission Cover Sheet

BRAC Commission

Fax Number: (361) 592-0866

Web site: www.kingsvilletxedc.org

AUG 18 2005

E-mail: edc2@kingsville.org

Received

PLEASE DELIVER THE FOLLOWING PAGES TO:

Name: Bill Fetzer

Fax: 703-699-2735

From: Dick Messbarger

Page 1 of: _____

Date: _____

Message: See attachments - AICUZ (4)
report and McMullen Target
(22) complex information

CONFIDENTIALITY NOTICE: The information contained in this facsimile message is privileged and confidential and is intended only for the use of the individual(s) named above and others who have been specifically authorized to receive it. If the person receiving this is not the intended recipient, you are hereby notified that any disclosure, distribution or copying of this communication is strictly prohibited. If you have received this telecopy in error, please notify the above sender immediately so that arrangements may be made for return of the documents. Thank you.

AICUZ Requirements Study

NAVAL AIR STATION KINGSVILLE and

Naval Auxiliary Landing Field ORANGE GROVE

Three pages from this
report concerning
AICUZ requirements
at NASK and OGOLF

26 January 1998

G. IMPACT ANALYSIS

1. Introduction

This section attempts to identify existing and proposed land use or development incompatibilities within the AICUZ environment of NAS Kingsville and NALF Orange Grove. Such an analysis is a necessary step in the evolution of recommended strategies and implementation.

2. Areas Impacted

NAS Kingsville is composed of approximately 3,000 acres, and lies within noise zones 1, 2 and 3. Noise Zone 3, which is exposed to noise levels exceeding 75 Ldn, is almost entirely contained within the property owned in fee simple by the Navy and off base areas adjacent to the ends of R/W 13/31. Within Noise zone 3, on station land use is primarily airfield operational facilities while the off base the areas impacted are largely agricultural, brush and grazing areas.

Within Noise Zone 2, those areas exposed to noise levels from Ldn 65 to Ldn 75, the remainder of the developed parts of the activity exists (not including the separate Texas Terrace Housing area which is in Noise Zone 1). These on base areas in Noise zone 2 include additional operational facilities, as well as administrative, training, personnel support and bachelor housing facilities. While many of these uses are normally discouraged in this noise environment, with sound attenuation incorporated into the buildings they can be allowed, particularly where there is no alternative available. New construction in these areas normally incorporate sound attenuation to provide sound level reductions of 25 to 30 dB in the interior of new buildings. As major repairs or replacements to these facilities are designed and constructed, sound attenuation should routinely be included to reduce the interior noise levels in these buildings to correspond to the accompanying criteria.

The off base Noise Zone 2 and 3 areas are primarily east of the Highway 77 Bi-pass at NAS Kingsville. The Ldn 65 contour encloses an area of 10,586 acres, of which 8,589 acres are off base, while the Ldn 75 contour enclose an area of 2,184 acres, of which 1,157 acres are off base.

These noise contours are affected by changes in the runway utilization since the 1992 noise study. Although the higher percentage of operations using Runway 13, than that indicated in the 1992 study, would increase the potential frequency of noise impacts, and shifts the contour to the south east, the reduction in the number of operations tends to decrease the developed area impacted. Similarly, the decrease in number of operations on Runway 35 in comparison to the 1992 study would result in less frequent noise occurrence, and tend to change the area within the noise contours. The overall noise contours reduce due to the reduction in level of operations modeled over populated areas of the city of Kingsville. As can be seen in Figure G-1, the 1997 AICUZ is quite similar to the 1992 AICUZ. Noticeable areas of difference at the ends of R/W 13/31 and 17/35 relate to changes in departure profiles between what was assumed in the 1992 studies of the T-45 introduction and what is being flown today, as well as to increased utilization of R/W 13/31. The APZs on the Approach end of R/W 13 are consistent to those depicted in the 1987 AICUZ. The areas encumbered by AICUZ Footprints as well as by Noise Zones 2 and 3, on and off station at NAS Kingsville are outlined in Table G-1.

NALF Orange Grove is composed of approximately 1,400 acres, and lies within Noise Zones 2 and 3. All of the Navy's facilities at Orange Grove are in Noise Zone 3. Sound attenuation is routinely included in all new design and construction of buildings at Orange Grove to reduce the interior noise levels. The Ldn 65 contour encloses an area of approximately 5,000 acres, of which 3,543 acres are off base; while the Ldn 75 contour encloses approximately 700 acres, of which 134 acres are off the station boundaries. The areas impacted consist largely of cultivated fields, brush and grazing land, with a few widely scattered ranch houses. Although the size and shape of the contours differ slightly on Figure G-2, there are minimal change in impact from an AICUZ perspective since the 1992 noise study. The areas encumbered by the AICUZ footprint, Noise Zones 2 and 3 at NALF Orange Grove are outlined below in Table G-2.

DCN: 7764



DEPARTMENT OF THE NAVY

NAVAL AIR STATION
554 MC CAIN ST SUITE 310
KINGSVILLE TX 78393-5054

NASKINGSINST 13160.1B

Code 30900

27 MAR 2002

NASKINGS INSTRUCTION 13160.1B

Subj: OPERATING PROCEDURES FOR MCMULLEN TARGET COMPLEX

1. **Purpose.** To specify the authorized use, clearance, and control of the McMullen Target Complex.
2. **Cancellation.** NASKINGSINST 13160.1A
3. **Scope.** Naval Air Training Command air-to-ground ordnance target requirements are fulfilled by the target complex located in Restricted Area R-6312 near Cotulla, Texas. Operational and maintenance control of the entire complex is assigned to this command. Inter-service support agreements are established between NAS Kingsville and other users with target times apportioned among all primary users by NAS Kingsville Air Operations Officer. The safe conduct of target operations is of utmost concern; therefore, safety of flight considerations will be the primary responsibility of all aircrew personnel.
4. **Administration.** The Air Operations Department, NAS Kingsville, is charged with the administration and enforcement of the provisions of this instruction.

A handwritten signature in black ink, appearing to read "John J. Morrow".

JOHN J. MORROW

Distribution:

NASKINGSINST 5215.103

List I

Copy to:

CNATRA

COMTRAWING TWO

NAS Corpus Christi

VT-21

VT-22

149th FW/DO12th FTW/Randolph AFB

Stocked:

NAS Kingsville

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2002

TABLE OF CONTENTS

	Page Number
CHAPTER I. GENERAL	
100 McMullen Target Complex Operation Overview	1-1
CHAPTER II. OPERATIONS AND LIMITATIONS	
200 Operations and Limitations	2-1
CHAPTER III. WEATHER	
300 Weather	3-1
CHAPTER IV. SCORING	
400 Scoring	4-1
CHAPTER V. TERMINATING OPERATIONS	
500 Terminating Target Operations	5-1
CHAPTER VI. EMERGENCY AIRFIELDS	
600 Emergency Airfields	6-1
CHAPTER VII. SAFETY	
700 Safety	7-1
APPENDIX A -- YANKEE RANGE	A-1
APPENDIX B -- DIXIE RANGE	B-1
APPENDIX C -- YANKEE SCHEDULE BLOCKS	C-1
APPENDIX D -- DIXIE SCHEDULE BLOCKS	D-1
APPENDIX E -- YANKEE DIVERT DATA/TACTICAL TARGET LOCATION	E-1
APPENDIX F -- DIXIE DIVERT DATA/TACTICAL TARGET LOCATION	F-1

NASKINGSINST 13160.1B

27 MAR 2002

CHAPTER I GENERAL

100. McMullen Target Complex Operational Overview

a. **General Information.** The target complex is a day/limited night Visual Flight Rules (VFR) facility comprised of two target impact areas approximately 15 miles apart, separated by Farm Road 624 and oriented in the North Yankee/South Dixie alignment. Both targets are day/night VFR targets. Both targets are available for use by Chief Of Naval Air Training (CNATRA) and other units who have signed inter-service support agreements. Units who are not routine users of the McMullen Target Complex and desire use of the target require authorization from the Air Operations Officer and a brief prior to being scheduled to operate in R-6312. This briefing may be conducted by authorized personnel designated in paragraph 200.e., Course Rules Briefing Personnel.

b. **R-6312 Description**

(1) **Location.** Approximately 30 NM southeast of the Cotulla, Texas, Tactical Air Navigation Set (TACAN), Channel 105 (COT 120030).

(2) **Boundaries.** Within a 5 NM radius about the two points of 28-15N, 98-43W (Yankee) and 28-06N, 98-43W (Dixie).

(3) **Altitude Restrictions.** Surface to FL 230 MSL with the following exception: (R)

(a) 1000-12000' AGL in the corridor ¼ mile either side of Farm Road 624 (east/west highway approximately halfway between Yankee and Dixie targets).

NOTE: Intensive jet flight training is conducted in the overlying KINGS 3 MOA. The KINGS 3 MOA extends down to an altitude of 8000' MSL. Clearance into KINGS 3 MOA, however, does not constitute clearance into R-6312.

(4) **Controlling Agency.** FAA, ARTCC, Houston, Texas.

(5) **User Agency.** CNATRA, NAS Corpus Christi, Texas. Phone commercial (361)-939-2621 or DSN 861-2621. (R)

(6) **Scheduling Agency.** Commander, Training Air Wing TWO (Strike Operations), NAS Kingsville. Phone: Commercial (361) 516-6810/6518 or DSN 876-6810/6518. (R)

NASKINGSINST 13160.1B

27 MAR 2007

CHAPTER II OPERATIONS AND LIMITATIONS

200. Range Operations and Limitations

a. Hours of operation

(1) The McMullen Target complex is available Monday through Friday with the following limitations.

(a) Range Hours:

Central Standard Time: 0800-1730 local

Daylight Savings Time: 0800-2000 local

(2) Towers Manne:l: 0800-1600

(3) Target times are scheduled in 15 minute blocks commencing every quarter hour.

(4) Night and week end target periods may be available, but only as scheduled by special request 2 weeks prior to the event.

(5) Yankee target is closed the first Friday of every month for general maintenance. (R)

(6) Dixie target is closed the third Friday of every month for general maintenance. (R)

b. Scheduling Priorities

(1) Throughout the year, Training Air Wing TWO conducts student training flights primarily utilizing Dixie target. Target periods will normally be scheduled in 15-minute priority blocks in accordance with Appendix C-1. (R)

(2) Proposed monthly target schedules are to be submitted to Strike Operations flight clearance by the 20th of the preceding month. This will allow NAS Kingsville Air Operations flight clearance sufficient time to coordinate all requests for target times.

c. **Scheduling.** Contact Training Air Wing TWO, Strike Operations, Commercial (361) 516-6810/6518, DSH 876-6810/6518, or FAX (361) 516-6926 for target times, and any changes, additions or deletions to existing schedules. Call 24 hours prior to desired target time to confirm target times.

DCN: 7764

NASKINGSINST 13160 1B

27 MAR 2002

d. **Cancellations.** Should a flight cancellation occur, the scheduled unit must make every effort to notify Strike Operations 30 minutes prior to on target time at (361) 516-6810/6518, or DSN 876-6810/6518. Strike Operations will immediately notify Base Operations and they will in turn notify the McMullen Target Complex. Target crews are utilized for maintenance of the targets, buildings, grounds, and vehicles during unscheduled or cancelled target periods. These periods are also utilized to provide meals to the crews either on target or at the central compound.

e. **Course Rules Briefing Personnel.** Prior to use of the McMullen Target Complex, aircrew personnel are required to obtain a course rules and target procedures briefing. Personnel authorized to provide the required brief include: NAS Kingsville Target Officer and designated range personnel, Naval Air Training Command Squadron Weapons and OPNAV Phase heads, Naval Air Training Command Air Wing Standardization Officers and Air Force Designated Range Control Officers.

f. Range Course Rules

NOTE: Air Force aircraft will comply with NASKINGSINST 3710.1S and all applicable Air Force Instructions. Air Force tactical deliveries may deviate from the instruction as specified by local supplements to AFI 13-212 in order to meet tactical requirements.

(1) Flights proceeding to the McMullen Target Complex from CNATRA bases should approach the target from the east - VFR, at or above 6500' MSL.

(2) Except for impact areas, the Navy does not own navigation easement within or near R-6312. Therefore, flight below the 500' AGL statutory minimum safe altitude is prohibited.

(3) The McMullen Target Complex is located in the midst of ranch land with active political and legal interests. Flight over lodges, ranch houses, etc. shall be avoided.

(4) Several IR and VR routes originate or terminate in the vicinity of R-6312. The airspace within defined routes is cleared for the purpose of high speed, low-level navigation flight.

(5) Flights combining a VR-IR mission with a weapons delivery mission are required to get separate clearance for entry into R-6312 prior to flight.

(6) Prior to entry into R-6312, all flights shall contact McMullen Target Complex on UHF 321.8 or 301.0, or Dixie target on UHF 321.8, or Yankee Target on UHF 301.0, Monday through Friday between the hours of 0800-1600. Ranges are not normally manned after 1600; flights shall check in on the appropriate frequency, if no response, flightlead will clear into the range and verify clearance of target and make class C drops.

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2007

(7) The following information shall be passed to the target by the flight leader prior to receiving clearance into R-6312:

- (a) Aircraft call sign.
- (b) Number of aircraft in the flight.
- (c) Line-up by side number.
- (d) Ordnance for each aircraft.
- (e) Squadron or unit of assignment.
- (f) Flight tactical call sign.

(8) Holding prior to entry into R-6312 should be VFR at or above 6500' MSL, remaining east of Highway 16 which borders the eastern boundary of R-6312.

(9) The Range Control Officer or other target personnel have authority to declare the range cold or closed and to immediately require all aircraft to clear R-6312.

(10) Weapons delivery headings/patterns:

(a) Downwind pattern altitude for repeated attacks on both targets is 1500' MSL.

(b) Yankee - 250 or 080 \pm 10 degrees magnetic right/left pattern. Remain $\frac{1}{4}$ mile north of Farm Road 624. Attack headings of 090 degrees magnetic clockwise to 270 degrees magnetic, remaining outside on heading cone of 135 degrees to 195 degrees magnetic, are permissible provided a qualified RCO is in control of target aircraft. Strafing runs are on a 250 degrees magnetic run-in heading with a left-hand pattern only.

(c) Dixie - 250 or 080 \pm 10 degrees magnetic right/left pattern. Remain $\frac{1}{4}$ mile south of Farm Road 624. Strafe pattern at Dixie target is on a 080-degree run-in heading with a right hand pattern only.

(d) Firing of 20MM shall cease prior to crossing the 2000 foot foul line, which is designated by a row of barrels painted white.

(e) Clearing guns of unspent 20MM shall be accomplished only over normal firing zone.

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2002

(11) Flights departing the target should join up within R-6312 and remain VFR below 5500' MSL until clear of R-6312, or east of Highway 16 if returning to CNATRA base.

(12) Flights departing the target for an IR/VR mission should join prior to departing R-6312, remain VFR below 5500' MSL and above 500' AGL.

g. Ordnance

(1) Only training ordnance may be expended in the R-6312 impact areas (i.e., BDU-33, MK-76, 20MM TP, or 2.75 FFAR with inert warhead).

(2) No high explosive or heavy inert ordnance can be expended in impact area (i.e., 500 pound MK-82 or BDU-4: B).

(3) After completing all weapons delivery events, flight leaders will rejoin their flights and obtain an armament safety check from the flight.

h. Jettison Procedures. External stores jettison will be on an 080 or 260 degree magnetic heading with jettison in the impact area.

i. Night Operation

(1) Two hours prior notification to clear range, light smudge pots, and man range towers is required.

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2002

CHAPTER III WEATHER**300. Weather**

a. Each flight will require a brief from a supporting weather facility.

b. Target towers are manned for scheduled operations only. The transit time for the target crew from the target compound to either target control tower, under optimum conditions, is 20 minutes. Adverse weather will increase this transit time and may even make it impossible to get to the target towers. In the event that weather prohibits manning the towers, flights may request use of the target by obtaining clearance from Target Base 301.0/321.8. The flight leader is required to ensure that the target area is clear prior to live runs and report the condition of the target to Target Base before and after each target period. Flights will spot their own hits. Flights will clear departure with Target Base upon completion of the period. In the event of lost communications with Target Base, targets will be closed and flights will remain clear of target areas.

c. Automated Surface Observation System (ASOS) is located at Yankee Range. For automated weather updates contact NAS Kingsville at (361) 566-2515.

(R)

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2002

CHAPTER IV SCORING

400. Scoring

a. Range Classes

(1) Class "A" – Range Control Officer (RCO) manages all range operations. Controls aircraft and ground personnel. Scoring capability from the ground.

(2) Class "B" – Does not have an RCO. Flight lead, forward controller, or other person, as briefed, will have RCO responsibilities. Scoring capability from the ground.

(3) Class "C" – The range is unmanned, with no scoring or aircraft control from the ground. RCO function by flight lead, forward controller, or other person, as briefed.

b. Scoring is accomplished from two manned towers on each target site. Yankee scores are given as feet missed and clock code. Dixie scores are given as requested (feet or meters) and clock code. (R)

c. Scoring is provided for the following events:

- (1) Dive bomb/dive toss
- (2) Rocket fire (1.75 only)
- (3) Low angle low drag
- (4) Low angle bomb
- (5) Strafe (20MM ball only)
- (6) Level bomb (aydown)

d. Intervals between runs of individual aircraft on the target shall not be less than 15 seconds. This time is required for the target controller to correlate the spotting information, log it, and relay to the pilot. Intervals of less than 15 seconds will cause target crew to miss hits and generally degrade the accuracy of the scores.

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2002

CHAPTER V TERMINATING OPERATIONS**500. Terminating Target Operations**

a. Whenever fires, personnel, or cattle are observed on target, the target controller will determine if the flight is to continue or abort. If it is necessary for the crew to go on target for fire fighting or removal of personnel and/or cattle, the scheduled flight and subsequent flights will abort and either orbit or depart the target area until cleared back on target by the target controller. One member of the target team will remain in the control tower to maintain communications between the target, aircraft, and target base.

b. The ranges are manned with a Range Control Officer (RCO) only during Texas Air National Guard (TXANG) flight operations. Calls to abort a weapons delivery run due to a steep high dive bomb run or similar situations will be made only to TXANG aircraft.

c. FOULS will be assessed and reported by range personnel for the following reasons:

- (1) Entering the range without clearance (0800 – 1600).
- (2) Expending ordnance without clearance.
- (3) Firing a double burst on a single strafe pass.
- (4) Strafing after crossing the foul line.
- (5) Attacking from other than published final attack heading.
- (6) When range period expires and the next scheduled flight reports inbound.

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2007

CHAPTER VI EMERGENCY AIRFIELDS**600. Emergency Airfields****a. NALF Orange Grove**

- (1) 8000' runways with E-28 bi-directional arresting gear on all runways.
- (2) TACAN channel 63 (VFR only) located on airfield.
- (3) From Yankee 114/42 NM; from Dixie 104/38 NM.

NOTE: NALF Orange Grove personnel are not qualified to pin and safe hung ordnance or aircraft carrying ordnance.

b. Navy Kingsville

- (1) 8000' runways with E-28 bi-directional gear on all runways.
- (2) TACAN channel 125 located on airfield.
- (3) From Yankee 125/73 NM; from Dixie 120/67 NM.

c. Kelly AFB

- (1) 11,500' runways with barriers and overruns.
- (2) TACAN channel 57 located approximately 3 NM south of airfield.
- (3) From Yankee 160/68 NM; from Dixie 358/77.

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2002

CHAPTER VII SAFETY**700. Safety**

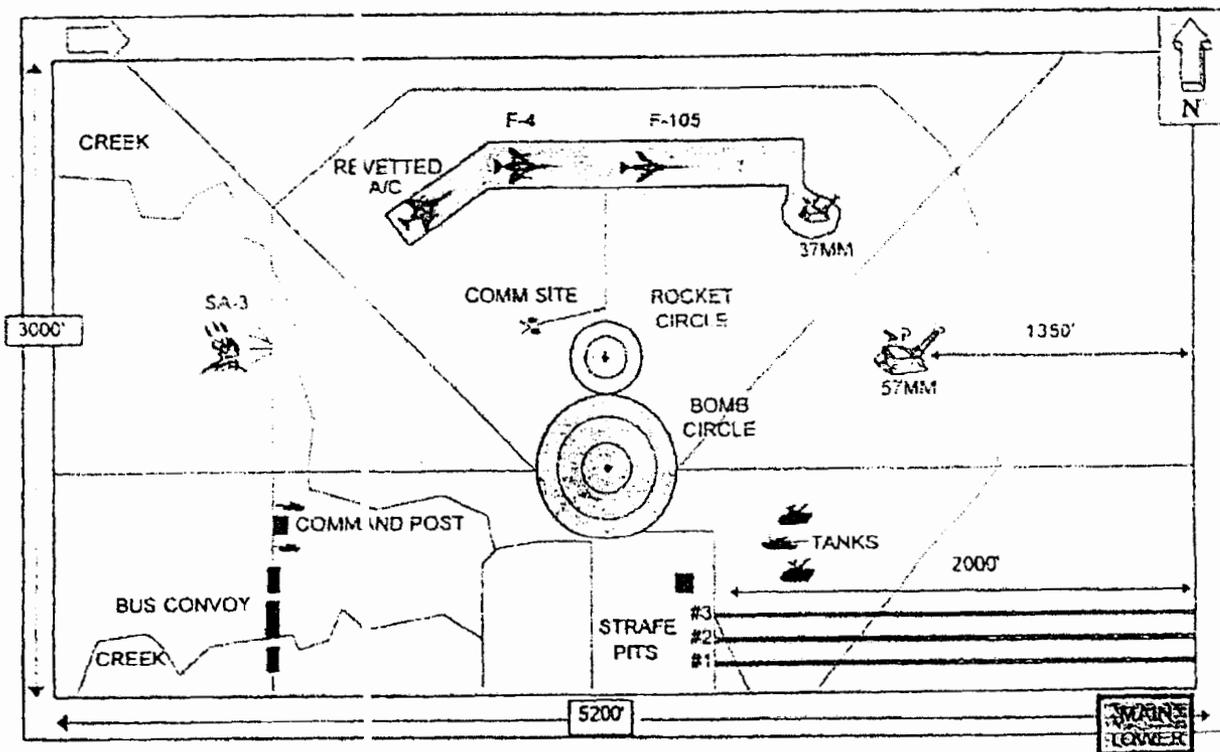
- a. Due to the possibility of a ricochet, no rocket delivery at any angle less than 20 degrees will be permitted. High angle strafing may be performed on the Yankee rocket target.
- b. Due to the possibility of damage to the acoustical scoring system, NO strafing at angles of more than 15 degrees will be permitted on the strafing target.
- c. Watch for low flying private aircraft which on occasion enter target areas with no radio contact.
- d. There is an oil well metering station and buried pipeline near Yankee target. In addition, there are other wellheads and storage tanks located further out to the west, northwest, and north of Yankee target. Employees of the commercial interest are in the vicinity of these installations on a daily basis.
- e. An aircrew observing a fire on or near the target complex will notify the target controller or RCO immediately. If necessary, the range will be closed.
- f. If an aircraft impact occurs in the McMullen Target Complex, range operations will be secured and Search and Rescue (SAR) procedures will be initiated.
- g. If runaway guns occur, allow them to fire out while recovering on the run-in heading to a slightly nose-high, wings level attitude.
- h. The target controller or RCO will be advised of any inadvertent release, runaway guns downwind, panels/things falling off aircraft, etc.

NASKINGSINST 13160.1B

27 MAR 2002

APPENDIX A

YANKEE RANGE
R-6312

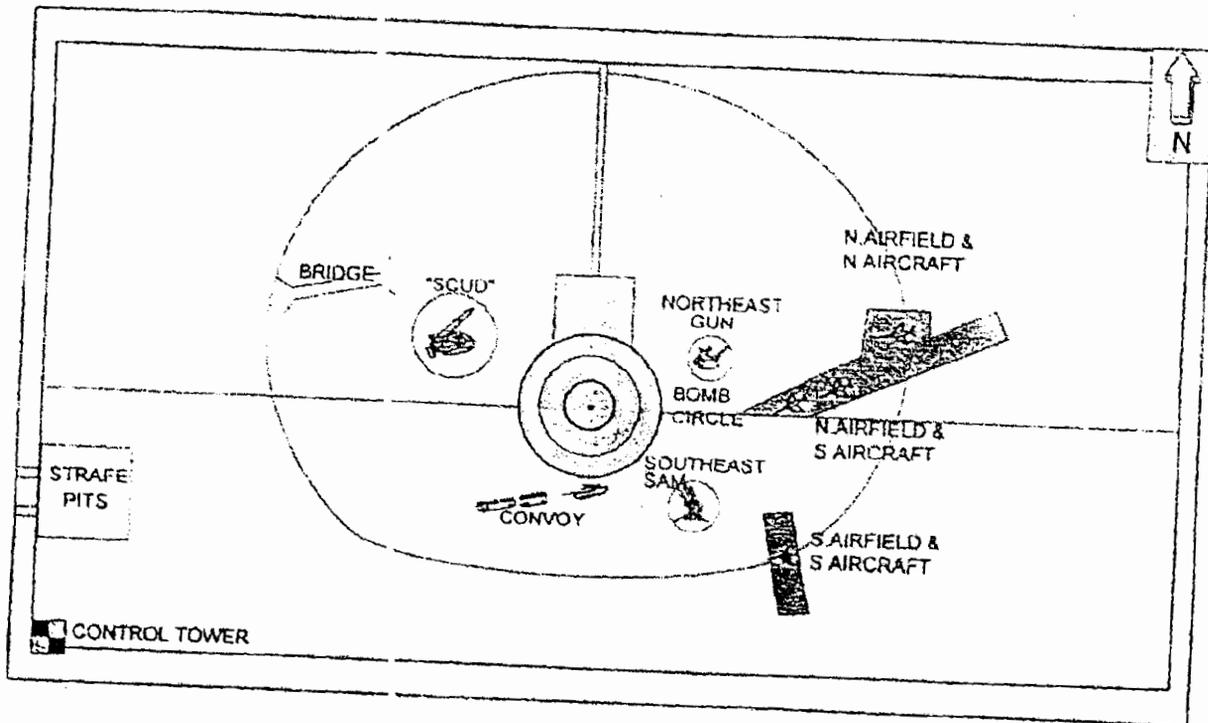


NASKINGSINST 13160.1B

27 MAR 2062

APPENDIX B

DIXIE RANGE
R-6312



NASKINGSINST 13160.1B

27 MAR 2007

APPENDIX C
MCMULLEN TARGET SITE
YANKEE SCHEDULE BLOCKS

YANKEE TARGET WEEKLY SCHEDULING (R-6312)							
BLOCK TIMES (L)	MON	TUE	WED	THU	FRI	SAT	SUN
0800-0815	TW2	TW2	TW2	TW2	TW2	CLOSED THE FIRST FRIDAY OF MONTH	
0815-0830	TW2	TW2	TW2	TW2	TW2		
0830-0845	TW2	TW2	TW2	TW2	TW2		
0845-0900	TW2	TW2	TW2	TW2	TW2		
0900-0915	149	149	149	149	149		
0915-0930	149	149	149	149	149		
0930-0945	149	149	149	149	149		
0945-1000	149	149	149	149	149		
1000-1015							
1015-1030							
1030-1045	TW2	TW2	TW2	TW2	TW2		
1045-1100	TW2	TW2	TW2	TW2	TW2		
1100-1115	435	435	435	435	435		
1115-1130	435	435	435	435	435		
1130-1145	435	435	435	435	435		
1145-1200	435	435	435	435	435		
1200-1215							
1215-1230							
1230-1245							
1245-1300							
1300-1315	TW2	TW2	TW2	TW2	TW2		
1315-1330	TW2	TW2	TW2	TW2	TW2		
1330-1345	435	435	435	435	435		
1345-1400	149	149	149	149	149		
1400-1415	149	149	149	149	149		
1415-1430	149	149	149	149	149		
1430-1445	149	149	149	149	149		
1445-1500	435	435	435	435	435		
1500-1515	435	435	435	435	435		
1515-1530	435	435	435	435	435		
1530-1545	TW2	TW2	TW2	TW2	TW2		
1545-1600	TW2	TW2	TW2	TW2	TW2		
1600-1615	TW2	TW2	TW2	TW2	TW2		
1615-1630	TW2	TW2	TW2	TW2	TW2		
1630-1645	435	435	435	435	435		
1645-1700	435	435	435	435	435		
1700-1715	435	435	435	435	435		
1715-1730	435	435	435	435	435		
1730-1745							
1745-1800							
1800-1815	TW2	TW2	TW2	TW2	TW2		
1815-1830	TW2	TW2	TW2	TW2	TW2		
1830-1845	TW2	TW2	TW2	TW2	TW2		
1845-1900	TW2	TW2	TW2	TW2	TW2		
1900-1915							
1915-1930							
1930-1945							
1945-2000							

DCN: 7764

NASKINGSINST 13160.1B

27 MAR 2007

APPENDIX D
MCMULLEN TARGET SITE
DIXIE SCHEDULE BLOCKS

DIXIE TARGET WEEKLY SCHEDULING (R-6312)								
BLOCK TIMES (L)	MON	TUE	WED	THU	FRI	SAT	SUN	
0800-0815						CLOSED THE THIRD FRIDAY OF EACH MONTH		
0815-0830								
0830-0845								
0845-0900								
0900-0915								
0915-0930								
0930-0945								
0945-1000								
1000-1015								
1015-1030								
1030-1045								
1045-1100								
1100-1115	<p align="center">**NOTICE** OPEN SCHEDULE FIRST COME, FIRST SERVE BASIS CLASS "C" RANGE</p>							
1115-1130								
1130-1145								
1145-1200								
1200-1215								
1215-1230								
1230-1245								
1245-1300								
1300-1315								
1315-1330								
1330-1345								
1345-1400								
1400-1415								
1415-1430								
1430-1445								
1445-1500								
1500-1515								
1515-1530								
1530-1545								
1545-1600								
1600-1615								
1615-1630								
1630-1645								
1645-1700								
1700-1715								
1715-1730								
1730-1745								
1745-1800								
1800-1815								
1815-1830								
1830-1845								
1845-1900								
1900-1915								
1915-1930								
1930-1945								
1945-2000								

NASKINGSINST 13160.1B

27 MAR 2002

APPENDIX E
YANKEE DIVERT DATA/ TACTICAL TARGET LOCATION
R-6312

DIVERT DATA

KELLY (360/70) CH-57 RWY 15/33 11550' N2923.0W098365.0 666'
LAREDO (212/60) CH-121 RWY 17L/35R 8201' N2732.7W0927.7 508'
RANDOLPH (010/81) CH-70 RWY 14L/32R 8351' N2932.0W0917.0 734'
NALF ORANGE GROVE (294/041) CH-63 RWY 13/31 8000' N2754.0W9803.01
NAS KINGSVILLE (305/073) CH 125 RWY 13R/35L/R 8000 N730.0 W9749.50

TARGET				RESTRICTIONS			
BOMB CIR N2814.770 W0984 3.426 265'				NO AIRCRAFT MAY ENTER R-6312 W/OUT CLNC FROM MCMULLEN BASE 0800-1600 ON 301.0/321.8/119.15. IF ENTERING FROM EAST, HOLD AT ARROWHEAD RANCH (N2816.0 W09832.0) VFR>1500' AGL, LEFT TURNS, REMAIN EAST OF HWY 15. FROM WEST, HOLD NORTH OF THE COT (CH105) 128-4/020, VFR>1500' AGL, LEFT TURNS, REMAIN NORTH OF HWY 624. **ORDNANCE RELEASE WILL NOT BE ACCOMPLISHED WHEN FINAL ATTACK HDG IS BETWEEN 140 deg-215deg! ** MIN ALT=500' AGL EXCEPT FOR WPN DELIV. ON IMPACT AREA.			
ROCKET CIR N2814.840 W0984 3.432 255'							
57MM N2814.840 W0984 3.186 265'							
TANKS N2814.689 W0984 3.204 270'							
CONVOY N2814.635 W0984 3.642 255'							
SA-3 N2814.807 W0984 3.671 275'							
COMM SITE N2814.894 W0984 3.490 272'							
REJET N2814.910 W0984 3.566 351'							
E-4 N2814.931 W0984 3.449 272'							
37MM N2814.926 W0984 3.309 344'							
CP N2814.732 W0984 1.613 300'							
VRP #S	BOMB CIRCLE	A. LA 57MM	TANK	CONVOY	SA-3 RADAR	COMM SITE	AAA 37MM
RDT 2814.31 98833.73 291' (A14)	93.2 deg 51,846	93.6 deg 50,649	92.9 50,773	92.1 deg 53,178	93.2 deg 53,285	93.8 deg 52,426	94.1 deg 51,391
ROAD X 2808.00 98835.30 210' (A13)	133.5 deg 59,799	134.5 deg 59,116	134.0 deg 58,830	132.0 deg 60,150	132.7 deg 60,918	133.6 deg 90,584	134.4 deg 59,995
BRIDGE 2818.54 9833.42 210' (A13)	66.9 deg 58,083	66.6 deg 56,858	66.2 deg 57,231	66.5 deg 59,733	67.5 deg 59,366	97.9 deg 58,367	97.4 deg 57,301
RDT 2812.12 9901.87 322' (A23)	260.8 deg 100,180	260.7 deg 01,422	261.0 deg 101,178	261.2 deg 98,669	260.7 deg 98,760	260.4 deg 99,733	260.4 deg 100,811
RD BEND 2803.67 9854.96 322' (A23)	2206 deg 91,621	2230 deg 02,645	223.2 deg 92,121	222.3 deg 89,976	221.8 deg 90,735	222.1 deg 91,671	222.5 deg 92,558
482 HILL 2815.71 9822.80 482' (A12)	87.0 deg 110,430	87.1 deg 109,202	86.6 deg 109,389	86.6 deg 111,861	87.1 deg 111,858	87.3 deg 110,947	87.4 deg 109,883

NASKINGSINST 13160.1B
27 MAR 2007

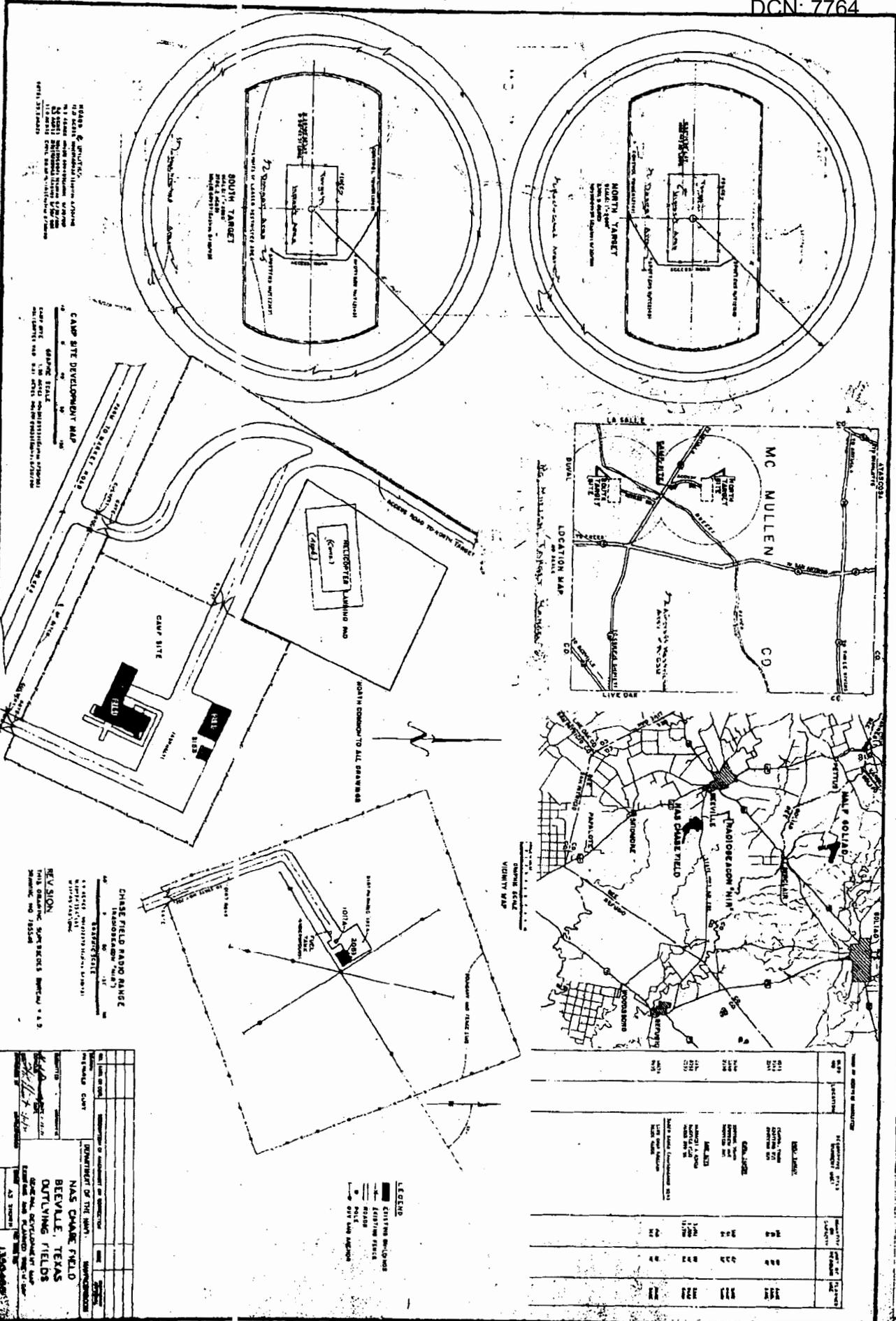
APPENDIX F
DIXIE DIVERT DATA/TACTICAL TARGET LOCATION
R-6312

DIVERT DATA

KELLY (360/70) CH-57 RWY 15/33 11550' N2923.0W098365.0 666'
LAREDO (212/60) CH-121 RWY 17L/35R 8201' N2732.7W0927.7 508'
RANDOLPH (010/81) CH-70 RWY 14L/32R 8351' N2932.0W0917.0 734'
NALF ORANGE GROVE (294/143) CH-63 RWY 13/31 8000' N2754.0W9803.01
NAS KINGSVILLE (305/073) CH-125 RWY 13R/35L/R 8000 N730.0 W9749.50

TARGET				RESTRICTIONS			
BOMB CIR	N2806.1 W09343.1 300'	OBTAIN CLNC 0800-1600 TO ENTER RANGE. McMULLEN BASE CAN AUTHORIZE ENTRY INTO R-6312 FOR FLT LD CONTROLLED WPNS EXPEND WHEN NO RCO IS PRESENT. HIGH HOLDING: *EAST ENTRY-EAST OF NIR (CH82) 242/49, 10NM LEGS, LEFT TURNS, AT OR BELOW 10,000'MSL, REM. EAST OF HWY 16 *WEST ENTRY-HOLD AT COTULLA TACAN. LOW HOLDING: *VR-1120, 1105-HOLD SOUTH OF THE THX (CH51) 212/30 VFR, LEFT TURNS, 5NM LEGS. REM EAST OF HWY 16. *VR1122, 156-HOLD SOUTH OF COT (CH105) 155/16 VFR, RIGHT TURNS, 5NM LEGS STRP PATTERN IS RIGHT HAND ONLY -080 deg. TACTICAL ATTACK HDGS AUTHORIZED ARE: 065deg-140deg, AND 245deg-320deg. MIN ALT=500' AGL. MIN DOWNWIND ALT=1500' MSL					
NE GUN	N2806.138 W 09842.988 331'						
SE SAM	N2806.068 W 09842.988 338'						
CONVOY	N2805.987 W 09843.192 335'						
"SCUD"	N2806.138 W 09843.204 325'						
BRIDGE	N2806.159 W 09843.338 322'						
NORTH A/C	N2806.149 W 09842.882 344'						
N.SOUTH A/C	N2806.073 W 09842.865 344'						
SOUTH A/C	N2806.041 W 09842.865 344'						
VRP #S	BOMB CIRCLE	NE GUN	SE SAM	CONVOY	SCUD	BRIDGE	S.AFLD N.ACFT
IP 1 RDT 2814.31 9833.73 291' (A14)	45.2 deg 70,764	44.9 deg 70,117	44.7 deg 70,479	45.0 deg 71,599	45.6 deg 71,000	46.1 deg 71,426	44.1 deg 70,026
IP 2 RDX 2808.00/ 9835.31 375' (A16)	74.5 deg 43,333	74.6 deg 42,694	74.0 deg 42,809	73.8 deg 43,995	75.0 deg 43,811	75.4 deg 44,471	76.5 deg 42,073
IP 3 BRDG 2818.54 9833.42 210' (A13)	34.4 deg 91,679	34.2 deg 91,150	34.0 deg 91,503	34.0 deg 92,525	34.8 deg 91,807	35.2 deg 92,114	33.5 deg 91,186
ROAD BND 2803.66 9854.96 322' (A23)	257.0 deg 65,265	257.9 deg 65,900	257.2 deg 65,805	257.4 deg 64,632	256.6 deg 64,773	256.4 deg 64,106	257.5 deg 66,564

DCN: 7764



REVISIONS
 1. 10/18/54
 2. 11/18/54
 3. 12/18/54
 4. 1/18/55
 5. 2/18/55
 6. 3/18/55
 7. 4/18/55
 8. 5/18/55
 9. 6/18/55
 10. 7/18/55
 11. 8/18/55
 12. 9/18/55
 13. 10/18/55
 14. 11/18/55
 15. 12/18/55
 16. 1/18/56
 17. 2/18/56
 18. 3/18/56
 19. 4/18/56
 20. 5/18/56
 21. 6/18/56
 22. 7/18/56
 23. 8/18/56
 24. 9/18/56
 25. 10/18/56
 26. 11/18/56
 27. 12/18/56
 28. 1/18/57
 29. 2/18/57
 30. 3/18/57
 31. 4/18/57
 32. 5/18/57
 33. 6/18/57
 34. 7/18/57
 35. 8/18/57
 36. 9/18/57
 37. 10/18/57
 38. 11/18/57
 39. 12/18/57
 40. 1/18/58
 41. 2/18/58
 42. 3/18/58
 43. 4/18/58
 44. 5/18/58
 45. 6/18/58
 46. 7/18/58
 47. 8/18/58
 48. 9/18/58
 49. 10/18/58
 50. 11/18/58
 51. 12/18/58
 52. 1/18/59
 53. 2/18/59
 54. 3/18/59
 55. 4/18/59
 56. 5/18/59
 57. 6/18/59
 58. 7/18/59
 59. 8/18/59
 60. 9/18/59
 61. 10/18/59
 62. 11/18/59
 63. 12/18/59
 64. 1/18/60
 65. 2/18/60
 66. 3/18/60
 67. 4/18/60
 68. 5/18/60
 69. 6/18/60
 70. 7/18/60
 71. 8/18/60
 72. 9/18/60
 73. 10/18/60
 74. 11/18/60
 75. 12/18/60
 76. 1/18/61
 77. 2/18/61
 78. 3/18/61
 79. 4/18/61
 80. 5/18/61
 81. 6/18/61
 82. 7/18/61
 83. 8/18/61
 84. 9/18/61
 85. 10/18/61
 86. 11/18/61
 87. 12/18/61
 88. 1/18/62
 89. 2/18/62
 90. 3/18/62
 91. 4/18/62
 92. 5/18/62
 93. 6/18/62
 94. 7/18/62
 95. 8/18/62
 96. 9/18/62
 97. 10/18/62
 98. 11/18/62
 99. 12/18/62
 100. 1/18/63

CAMP SITE DEVELOPMENT MAP
 1. 10/18/54
 2. 11/18/54
 3. 12/18/54
 4. 1/18/55
 5. 2/18/55
 6. 3/18/55
 7. 4/18/55
 8. 5/18/55
 9. 6/18/55
 10. 7/18/55
 11. 8/18/55
 12. 9/18/55
 13. 10/18/55
 14. 11/18/55
 15. 12/18/55
 16. 1/18/56
 17. 2/18/56
 18. 3/18/56
 19. 4/18/56
 20. 5/18/56
 21. 6/18/56
 22. 7/18/56
 23. 8/18/56
 24. 9/18/56
 25. 10/18/56
 26. 11/18/56
 27. 12/18/56
 28. 1/18/57
 29. 2/18/57
 30. 3/18/57
 31. 4/18/57
 32. 5/18/57
 33. 6/18/57
 34. 7/18/57
 35. 8/18/57
 36. 9/18/57
 37. 10/18/57
 38. 11/18/57
 39. 12/18/57
 40. 1/18/58
 41. 2/18/58
 42. 3/18/58
 43. 4/18/58
 44. 5/18/58
 45. 6/18/58
 46. 7/18/58
 47. 8/18/58
 48. 9/18/58
 49. 10/18/58
 50. 11/18/58
 51. 12/18/58
 52. 1/18/59
 53. 2/18/59
 54. 3/18/59
 55. 4/18/59
 56. 5/18/59
 57. 6/18/59
 58. 7/18/59
 59. 8/18/59
 60. 9/18/59
 61. 10/18/59
 62. 11/18/59
 63. 12/18/59
 64. 1/18/60
 65. 2/18/60
 66. 3/18/60
 67. 4/18/60
 68. 5/18/60
 69. 6/18/60
 70. 7/18/60
 71. 8/18/60
 72. 9/18/60
 73. 10/18/60
 74. 11/18/60
 75. 12/18/60
 76. 1/18/61
 77. 2/18/61
 78. 3/18/61
 79. 4/18/61
 80. 5/18/61
 81. 6/18/61
 82. 7/18/61
 83. 8/18/61
 84. 9/18/61
 85. 10/18/61
 86. 11/18/61
 87. 12/18/61
 88. 1/18/62
 89. 2/18/62
 90. 3/18/62
 91. 4/18/62
 92. 5/18/62
 93. 6/18/62
 94. 7/18/62
 95. 8/18/62
 96. 9/18/62
 97. 10/18/62
 98. 11/18/62
 99. 12/18/62
 100. 1/18/63

CHASE FIELD RANGING
 1. 10/18/54
 2. 11/18/54
 3. 12/18/54
 4. 1/18/55
 5. 2/18/55
 6. 3/18/55
 7. 4/18/55
 8. 5/18/55
 9. 6/18/55
 10. 7/18/55
 11. 8/18/55
 12. 9/18/55
 13. 10/18/55
 14. 11/18/55
 15. 12/18/55
 16. 1/18/56
 17. 2/18/56
 18. 3/18/56
 19. 4/18/56
 20. 5/18/56
 21. 6/18/56
 22. 7/18/56
 23. 8/18/56
 24. 9/18/56
 25. 10/18/56
 26. 11/18/56
 27. 12/18/56
 28. 1/18/57
 29. 2/18/57
 30. 3/18/57
 31. 4/18/57
 32. 5/18/57
 33. 6/18/57
 34. 7/18/57
 35. 8/18/57
 36. 9/18/57
 37. 10/18/57
 38. 11/18/57
 39. 12/18/57
 40. 1/18/58
 41. 2/18/58
 42. 3/18/58
 43. 4/18/58
 44. 5/18/58
 45. 6/18/58
 46. 7/18/58
 47. 8/18/58
 48. 9/18/58
 49. 10/18/58
 50. 11/18/58
 51. 12/18/58
 52. 1/18/59
 53. 2/18/59
 54. 3/18/59
 55. 4/18/59
 56. 5/18/59
 57. 6/18/59
 58. 7/18/59
 59. 8/18/59
 60. 9/18/59
 61. 10/18/59
 62. 11/18/59
 63. 12/18/59
 64. 1/18/60
 65. 2/18/60
 66. 3/18/60
 67. 4/18/60
 68. 5/18/60
 69. 6/18/60
 70. 7/18/60
 71. 8/18/60
 72. 9/18/60
 73. 10/18/60
 74. 11/18/60
 75. 12/18/60
 76. 1/18/61
 77. 2/18/61
 78. 3/18/61
 79. 4/18/61
 80. 5/18/61
 81. 6/18/61
 82. 7/18/61
 83. 8/18/61
 84. 9/18/61
 85. 10/18/61
 86. 11/18/61
 87. 12/18/61
 88. 1/18/62
 89. 2/18/62
 90. 3/18/62
 91. 4/18/62
 92. 5/18/62
 93. 6/18/62
 94. 7/18/62
 95. 8/18/62
 96. 9/18/62
 97. 10/18/62
 98. 11/18/62
 99. 12/18/62
 100. 1/18/63

NO.	DATE	DESCRIPTION	BY	CHKD.
1	10/18/54	...	...	...
2	11/18/54	...	...	...
3	12/18/54	...	...	...
4	1/18/55	...	...	...
5	2/18/55	...	...	...
6	3/18/55	...	...	...
7	4/18/55	...	...	...
8	5/18/55	...	...	...
9	6/18/55	...	...	...
10	7/18/55	...	...	...
11	8/18/55	...	...	...
12	9/18/55	...	...	...
13	10/18/55	...	...	...
14	11/18/55	...	...	...
15	12/18/55	...	...	...
16	1/18/56	...	...	...
17	2/18/56	...	...	...
18	3/18/56	...	...	...
19	4/18/56	...	...	...
20	5/18/56	...	...	...
21	6/18/56	...	...	...
22	7/18/56	...	...	...
23	8/18/56	...	...	...
24	9/18/56	...	...	...
25	10/18/56	...	...	...
26	11/18/56	...	...	...
27	12/18/56	...	...	...
28	1/18/57	...	...	...
29	2/18/57	...	...	...
30	3/18/57	...	...	...
31	4/18/57	...	...	...
32	5/18/57	...	...	...
33	6/18/57	...	...	...
34	7/18/57	...	...	...
35	8/18/57	...	...	...
36	9/18/57	...	...	...
37	10/18/57	...	...	...
38	11/18/57	...	...	...
39	12/18/57	...	...	...
40	1/18/58	...	...	...
41	2/18/58	...	...	...
42	3/18/58	...	...	...
43	4/18/58	...	...	...
44	5/18/58	...	...	...
45	6/18/58	...	...	...
46	7/18/58	...	...	...
47	8/18/58	...	...	...
48	9/18/58	...	...	...
49	10/18/58	...	...	...
50	11/18/58	...	...	...
51	12/18/58	...	...	...
52	1/18/59	...	...	...
53	2/18/59	...	...	...
54	3/18/59	...	...	...
55	4/18/59	...	...	...
56	5/18/59	...	...	...
57	6/18/59	...	...	...
58	7/18/59	...	...	...
59	8/18/59	...	...	...
60	9/18/59	...	...	...
61	10/18/59	...	...	...
62	11/18/59	...	...	...
63	12/18/59	...	...	...
64	1/18/60	...	...	...
65	2/18/60	...	...	...
66	3/18/60	...	...	...
67	4/18/60	...	...	...
68	5/18/60	...	...	...
69	6/18/60	...	...	...
70	7/18/60	...	...	...
71	8/18/60	...	...	...
72	9/18/60	...	...	...
73	10/18/60	...	...	...
74	11/18/60	...	...	...
75	12/18/60	...	...	...
76	1/18/61	...	...	...
77	2/18/61	...	...	...
78	3/18/61	...	...	...
79	4/18/61	...	...	...
80	5/18/61	...	...	...
81	6/18/61	...	...	...
82	7/18/61	...	...	...
83	8/18/61	...	...	...
84	9/18/61	...	...	...
85	10/18/61	...	...	...
86	11/18/61	...	...	...
87	12/18/61	...	...	...
88	1/18/62	...	...	...
89	2/18/62	...	...	...
90	3/18/62	...	...	...
91	4/18/62	...	...	...
92	5/18/62	...	...	...
93	6/18/62	...	...	...
94	7/18/62	...	...	...
95	8/18/62	...	...	...
96	9/18/62	...	...	...
97	10/18/62	...	...	...
98	11/18/62	...	...	...
99	12/18/62	...	...	...
100	1/18/63	...	...	...

LEGEND
 - - - - - EXISTING BUILDINGS
 - - - - - EXISTING ROADS
 - - - - - EXISTING UTILITIES
 - - - - - EXISTING FENCES
 - - - - - EXISTING POWER LINES
 - - - - - EXISTING TELEPHONE LINES
 - - - - - EXISTING WATER LINES
 - - - - - EXISTING SEWER LINES
 - - - - - EXISTING DRAINAGE CANALS
 - - - - - EXISTING EROSION CONTROL STRUCTURES
 - - - - - EXISTING LANDSCAPE PLANTINGS
 - - - - - EXISTING TREES
 - - - - - EXISTING ROCKS
 - - - - - EXISTING STONES
 - - - - - EXISTING BRICKS
 - - - - - EXISTING CONCRETE
 - - - - - EXISTING METAL
 - - - - - EXISTING WOOD
 - - - - - EXISTING PLASTER
 - - - - - EXISTING GYPSUM
 - - - - - EXISTING CEMENT

Dick Messbarger

From: "Rogers, Ernesto CIV NAS PUBLIC WORKS" <ernesto.rogers@navy.mil>
To: <edc@kingsville.org>
Cc: "Shoemaker, Jerry LCDR NAS PUBLIC WORKS" <jerry.shoemaker@navy.mil>; "Casperson, Brandon ENS NAS PUBLIC WORKS" <brandon.casperson@navy.mil>
Sent: Friday, March 26, 2004 2:57 PM
Attach: 1350466_Dixie Yankee.pdf; McMullen Yankee Target Campsite.pdf
Subject: INFORMATION ON DIXIE AND YANKEE TARGET SITES

Mr. Messbarger,

The acreages that you requested are as follows:

Dixie Target Range -	2,786.2 Acres (Owned)
Yankee Target Site - Bombing Range	2,780.2 Acres Leased from Olmitos Ranch
Yankee Target Site - Access Road	0.3 Acres Leased from W.L. Flowers
Yankee Target Site - Access Road	11.0 Acres Leased from Bob Hines
Yankee Target Site - Access Road, Helo Pad, Campsite	14.36 Acres Easement from Crenweldge

The Assets at the target Sites are as follows:

Dixie Target Site

Bldg. 2156 Main Spotting Tower
 Bldg. 2145 Spotting Tower
 Bldg. 2155 Portable Trailer

Yankee Target Site

Bldg. 2148 Main Tower
 Bldg. 2149 Spotting Tower (New)
 Four (4) Portable Trailers installed by Texas Air National Guard. These trailers house electronic equipment used in their target scoring system.

Sewer Treatment Facility
 600-Gallon Unleaded Gas Trailer
 600-Gallon Diesel Truck
 Ready Service Locker

Yankee Campsite on Texas Farm Road 624

Bldg. 2151 Main Building
 Bldg. 2963 Fire Station Shed
 Bldg. 2152 Mechanic's Shop

Drawing 1350466 is enclosed. It shows Yankee and Dixie Target Sites, the roads leading to the target sites, and the Campsite at the entrance to Yankee Target Site.

A second drawing, titled "Camp Site - Yankee Target McMullen Texas" is also enclosed. This drawing shows the four trailers and associated equipment that Texas Air National Guard has installed at the Yankee Target Site.

Should you need additional information, please do not hesitate to call me. I will be glad to provide you with

3/30/04

