CLOSE HOLD

NAS MERIDIAN MS
UIC: 63043

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

DATA CALL 20

4 May 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

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

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

Ground Unit/MTOE	Training Function
NONE	

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

Operational Unit/TDA	Training Function
Naval Technical Training Center	**Provides Navy and Marine Corps entry level in-rate training to junior personnel in supply, administrative, and religious program rates.**
Regional Counterdrug Training Academy	**Provides enforcement level counterdrug training to civilian law enforcement officers in Alabama, Mississippi and Louisiana, including a full scale mock village with 7 buildings for on-hands training.**
Naval Reserve Center, Jackson, MS	**Relocating to NAS Meridian programmed for FY95. Train and administratively support 8 selected Reserve Units with an average population of 265 personnel. With current units assigned there are no "unit specific" functions.**

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

Forces	Location/ Distance	Type of Support	Frequency
NONE			

Revision

Mission Requirements (cont.)

B. Operational Squadron Support

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

Squadron Name	Aircraft Type(s)	Mission
Training Squadron NINETEEN (VT-19)	**T-2**	**Intermediate Strike Pilot Training**
Training Squadron SEVEN (VT-7)	**TA-4J T-45 (FY97)**	**Advanced Strike Pilot Training**
Training Squadron TWENTY-THREE (VT-23)	**T-2**	**Intermediate Strike Pilot Training. Proposed relocation to NASMER SEP 94.**
Reserve Detachment 182	**T-2 & TA-4J**	**Supplement both VT-19 and VT-7 instructor cadres.**

1 CNATRANS

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

Service/Agency/ Custodian	Aircraft Type(s)	Mission
NAS Meridian	**C-12**	**Transport support**
NAS Meridian	**UH-1**	**Search and Rescue support**
US Navy/ TW1	TA-4/T-2/T-45	STRIKE TRAINING

2 CNATRA NS REVISION 5/12/94

Mission Requirements (cont.)

B. Operational Squadron Support

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

Squadron Name	Aircraft Type(s)	Mission
Training Squadron NINETEEN (VT-19)	**T-2**	**Intermediate Strike Pilot Training**
Training Squadron SEVEN (VT-7)	**TA-4J T-45 (FY97)**	**Advanced Strike Pilot Training**
Training Squadron TWENTY-THREE (VT-23)	**T-2**	**Intermediate Strike Pilot Training. Proposed relocation to NASMER SEP 94.**
Reserve Detachment 182	**T-2 & TA-4J**	**Supplement both VT-19 and VT-7 instructor cadres.**

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

Service/Agency/ Custodian	Aircraft Type(s)	Mission
NAS Meridian	**C-12**	**Transport support**
NAS Meridian	**UH-1**	**Search and Rescue support**

Mission Requirements (cont.)

B. Operational Squadron Support (cont.)

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

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No.[1] Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	**1680**	**237**	**152**	**50**	**NA**	**NA**	**NA**	**NA**
1992	**1680**	**237**	**132**	**50**				
1993	**1845**	**237**	**158**	**50**				
1994[2]	**808**	**119**	**66**	**25**				

NOTE: **These flight ops are conducted by NASMER's C-12 and UH-1s.**

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

NOTE: **Only non-deployable units are assigned to NAS Meridian.**

Type of Unit	Number of Units	Mission	Equipment Items
NA			

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

Include FY 1994 data through 31 March 1994.

Mission Requirements (cont.)
C. Managed Training Areas

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

Managed Training Assets	Management Role
SEARAY Target Range	**Scheduling/Controlling Authority**
OLF Joe Williams Field (BRAVO)	**Scheduling/Controlling Authority**
Pinehill West MOA	**Scheduling Authority**
Pinehill East MOA	**Scheduling Authority**
R-4404 A, B, C	**Originating/Scheduling Authority**
VR 1030, 1031, 1032, 1033	**Originating/Scheduling Authority**
IR 044	**Originating/Scheduling Authority**
Meridian One West MOA	**Originating/Scheduling Authority**

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

Asset	Installation	Reason for Consideration
R-4404 A,B,C	**Columbus AFB, MS**	**Proximity/Mission**
VR 1030,1031, 1032,1033	**NAS Pensacola, FL**	**Utiliziation/Mission**
IR 044	**NAS Pensacola, FL**	**Utiliziation/Mission**
OLF BRAVO	**Columbus AFB, MS**	**Utilization/Mission**
Meridian ONE EAST/WEST MOA	**Columbus AFB, MS**	**Utilization/Mission**

Mission Requirements (cont.)

D. General Military Support

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

Yes.

CTW-1 and 14th FTW, Columbus AFB, jointly use SEARAY Target Range (R-4404).

NAS Meridian provides airfield support for Drug Enforcement Agency (DEA) detachments.

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

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
NA		

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

Equipment/ Facility	Function
AN/FPN-63	Precision Approach Radar
AN/URN-25	Tactical Air Navigation
AN/GRT-21-22	Communications Ground-to-Air
AN/GRR-23-24	Communications Ground-to-Air
AN/FRN-39	Nondirectional Beacon
RATCC	Air Traffic Control
NEXRAD	WSR88D PUP Weather Radar
FM Crash Net	Command Control
FM Security Net	Command Control
FM Public Works Net	PWD Maintenance Control
FM Structural/ Medical Net	Command Control
ASR-8	Surveillance Radar
ASOS	Automatic Surface Observation System
GRC 171	Communications Ground-to-Air
GRC 211	Communications Ground-to-Air

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

~~NO.~~ Yes.

1. Air station is covered under "Open Skies" treaty.
2. Under SCATANA, a plan exists to deactivate Navigational Aids.

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Mission Requirements (cont.)

D. General Military Support (cont.)

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

Yes. Meridian Regional Air Traffic Control Facility (MEI RATCF) FAA provides departure and arrival service to NAS Meridian. The RATCF also provides control service to Meridian Municipal Airport, Key Field, for arrivals and departures of military (all branches), commuters, and general aviation and air carriers. RATCF is located on base. RATCF IS LOCATED ON BASE. ✓ CNATRAN3

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

NONE.

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

NONE.

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

Naval Reserve Center, Jackson, MS is programmed to relocate to NAS Meridian in FY95.

Small Arms Pistol Range programmed FY94 MILCON P-276 to support training for Regional Counterdrug Training Academy, Mississippi National Guard and other security forces.

E. Other Support

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

YES.

Under cooperative agreement with the Lauderdale Emergency Management Agency (LEMA), NAS Meridian provides assistance with evacuation of local civilian personnel during natural disasters. NAS Meridian will provide Emergency Response Teams capable of responding to emergencies as organizational units established along existing functional lines (i.e. medical, supply, security, public works, etc.) Included in this plan is Emergency Medical Evacuation services.

SAR and MEDEVAC: Inland search and rescue (SAR) and MEDEVAC procedures are provided for CTW-1 and are also provided for the civilian community when deemed necessary. A formal agreement for these services (MAST/Military Assistance to Safety and Transportation) is being negotiated.

HURREVAC: Under agreements with the Commanding Officer of NAS Cecil Field, FL and Commanding Officer of the 437th MAW/DOXC, Charleston AFB, SC, NAS Meridian would receive 85 FA-18s and 10 C-141s respectively if weather conditions forced an evacuation of the two bases. Other coastal facilities have also required safe haven at NAS Meridian as deemed necessary.

FIREFIGHTING ASSISTANCE: NAS Meridian has Mutual Aid Firefighting Assistance Agreements with the Mississippi Forestry Commission, Lauderdale County, Kemper County, the City of Meridian, the City of Marion, and the City of DeKalb.

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 ONG OPERATIONS. ✓ CNATRAINS

YES. Navy Oceanographic Command Detachment provides DD-175 flight plan briefs via telephone to Mississippi Air National Guard components.

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

YES. Regional Counterdrug Training Academy which is operated by the National Guard is being considered for expansion to the National Counterdrug Training Academy.

Mission Requirements (cont.)

F. Weather

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

Airfield: **NAS MERIDIAN**

Month	% of Hours[3] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather	
				Advanced	**Intermediate**
Jan.	81	19	7	25.2	26.2
Feb.	87	13	4	24.2	26.3
Mar.	90	10	3	18.9	22.3
Apr.	92	8	2	11.9	14.3
May	92	8	2	18.4	18.3
June	93	7	2	15.1	15.4
July	92	8	2	14.4	15.5
Aug.	90	10	3	13.2	17.1
Sept.	87	13	3	13.0	16.0
Oct.	89	11	3	15.3	14.4
Nov.	87	13	5	17.3	19.1
Dec.	83	17	7	20.8	22.5

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NOTES:

1. Environmental conditions are based on field operating hours of 0700 (L) - 2300 (L).

2. Environmental data is extracted from International Station Meteorological Climate Summary (Ver 2.0).

3. Cancellation rate based on ATSS monthly weather cancellations.

4. Cancellation rate varies between the Intermediate and Advanced training syllabuses due to the different weather flying restrictions. ADDED

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

Mission Requirements (cont.)

F. Weather

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

Airfield: NAS MERIDIAN

Month	% of Hours[3] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather
Jan.	81	19	7	34.7
Feb.	87	13	4	36.9
Mar.	90	10	3	35.7
Apr.	92	8	2	23.5
May	92	8	2	29.9
June	93	7	2	27.0
July	92	8	2	26.4
Aug.	90	10	3	26.7
Sept.	87	13	3	23.7
Oct.	89	11	3	25.7
Nov.	87	13	5	25.3
Dec.	83	17	7	19.0

1. Environmental conditions are based on field operating hours of 0700 (L) - 2300 (L).
2. Environmental data is extracted from International Station Meteorological Climate Summary (Ver 2.0).
3. Monthly daylight cancellation rate based on ATSS monthly weather cancellations and 10 hr/day of daylight. ATSS does not record day or night weather cancellations.

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

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

17.8% (six year average).

18% FOR T-2
17% FOR TA-4

CNATRA N3

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?

During winter months contingency weather detachments are planned to maintain student flow. ~~Historically VT-7 has executed one (1) two-week air-to-ground weapons detachment annually~~.

CNATRA N3

Facilities

A. Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

NO.

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

NO.

a. If scheduling problems are encountered, list all reasons.
NA

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

NO.

a. If yes, state all reasons.
NA

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)

NO.

a. If yes, list all changes.
NA

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

MERIDIAN ONE WEST MOA
PINEHILL EAST MOA
PINEHILL WEST MOA
R-4404 A, B, C (SEARAY TARGET RANGE)
VR-1030, 1031, 1032, 1033, IR-044

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.
NA

Facilities (cont.)

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

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

MERIDIAN ONE WEST MOA

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **YES, EA, FEB92.**
   - What is the status of each environmental analysis and supplement? **FONSI**
   - Were there any problems associated with the analysis? **FONSI**
   - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports. **YES. YES. SUPERSONIC WAIVER NOT REQUIRED.**

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

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

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

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.) **NO RESTRICTIONS.**

f. What is the published availability of each airspace?

   SUNRISE - 2300, MONDAY - FRIDAY AND BY NOTAM

   - How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

     1990: DATA NOT AVAILABLE.
     1991: DATA NOT AVAILABLE.
     1992: 3936.5 HRS
     1993: 4720.0 HRS

   - How many hours were actually used (average per year for 1990 thru 1993, total of all users)?

     1990: DATA NOT AVAILABLE.
     1991: DATA NOT AVAILABLE.
     1992: 3872.0 HRS
     1993: 3882.0 HRS

   - State reasons for difference between scheduled and actually used.

     Scheduled hours and hours used difference is based on aircraft availability, instructor availability and weather cancellations.

g. Is it possible to increase utilization of the airspace?

   YES. Currently airspace is scheduled to meet existing needs; however, extending MOA hours and more efficient airspace utilization (scheduling) would increase utilization.

h. Can it be expanded in volume and/or hours of use? **IN VOLUME: NO. IN HOURS: YES.**

i. Describe the volume or area of the airspace. **3750 SQ MI X 15000'**

j. What percentage of the airspace is usable? **100% OF AIRSPACE IS USABLE.** *

* Theoretically, the entire airspace is usable. In practice, small quantities are not used due to proximity to other areas, lack of ground references, lack of suitable NAVAIDS, etc

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Facilities (cont.)

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

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

MERIDIAN ONE WEST MOA

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **YES, EA, FEB92.**
   - What is the status of each environmental analysis and supplement? **FONSI**
   - Were there any problems associated with the analysis? **FONSI**
   - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

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

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

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

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.) **NO RESTRICTIONS.**

f. What is the published availability of each airspace?

   SUNRISE - 2300, MONDAY - FRIDAY AND BY NOTAM
   - How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

     1990: DATA NOT AVAILABLE.
     1991: DATA NOT AVAILABLE.
     1992: 3936.5 HRS
     1993: 4720.0 HRS
   - How many hours were actually used (average per year for 1990 thru 1993, total of all users)?

     1990: DATA NOT AVAILABLE.
     1991: DATA NOT AVAILABLE.
     1992: 3872.0 HRS
     1993: 3882.0 HRS
   - State reasons for difference between scheduled and actually used.

     Scheduled hours and hours used difference is based on aircraft availability, instructor availability and weather cancellations.

g. Is it possible to increase utilization of the airspace?

   YES. Currently airspace is scheduled to meet existing needs; however, extending MOA hours and more efficient airspace utilization (scheduling) would increase utilization.

h. Can it be expanded in volume and/or hours of use? **IN VOLUME: NO. IN HOURS: YES.**

i. Describe the volume or area of the airspace. **3750 SQ MI X 15000'**

j. What percentage of the airspace is usable? **100% OF AIRSPACE IS USABLE.***

* THEORETICALLY, THE ENTIRE AIRSPACE IS USABLE. IN PRACTICE, SMALL QUANTITIES ARE NOT USED DUE TO PROXIMITY TO OTHER AREAS, LACK OF GROUND REFERENCES, LACK OF SUITABLE NAVAIDS, ETC.

2
LNATRANS

R-4404 A, B, C (TARGET RANGE)

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **YES. MAY 93.**
   - What is the status of each environmental analysis and supplement? **FONSI**
   - Were there any problems associated with the analysis? **FONSI**
   - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports. **YES. YES. SUPERSONIC WAIVER NOT REQUIRED.**

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

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

d. Are there any planned expansions to your special use airspace? **NO.**
   - Explain proposal and give status (to include community reactions) **NA**
   - What was the primary rationale supporting expansion? **NA**

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.) **NO RESTRICTIONS.**

f. What is the published availability of each airspace?
   SUNRISE-SUNSET, VARIES WITH SEASON, MONDAY - FRIDAY.
   OR UPON REQUEST.
   - How many hours (average per year for 1990 thru 1993) was the airspace scheduled?
     1990: DATA NOT AVAILABLE.
     1991: DATA NOT AVAILABLE.
     1992: 569.0 HRS
     1993: 2002.0 HRS
   - How many hours were actually used (average per year for 1990 thru 1993, total of all users)?
     1990: DATA NOT AVAILABLE.
     1991: DATA NOT AVAILABLE.
     1992: 218.0 HRS
     1993: 1648.0 HRS
   - State reasons for difference between scheduled and actually used.
     Scheduled hours and hours used difference is based on aircraft availability, instructor availability and weather cancellations.

g. Is it possible to increase utilization of the airspace?
   YES. By increasing number of sorties per day during all daylight hours.

h. Can it be expanded in volume and/or hours of use? **IN VOLUME: NO. IN HOURS: YES.**

i. Describe the volume or area of the airspace. **10 NM DIAMETER X 11500'**

j. What percentage of the airspace is usable? **100% OF AIRSPACE IS USABLE.***

* Theoretically, the entire airspace is usable. In practice, small quantities are not used due to proximity to other areas, lack of ground references, lack of suitable NAVAIDS, etc.

CNATRA N3

R-4404 A, B, C (TARGET RANGE)

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **YES. MAY 93.**
   - What is the status of each environmental analysis and supplement? **FONSI**
   - Were there any problems associated with the analysis? **FONSI**
   - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

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

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

d. Are there any planned expansions to your special use airspace? **NO.**
   - Explain proposal and give status (to include community reactions) **NA**
   - What was the primary rationale supporting expansion? **NA**

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.) **NO RESTRICTIONS.**

f. What is the published availability of each airspace?

   SUNRISE-SUNSET, VARIES WITH SEASON, MONDAY - FRIDAY.
   OR UPON REQUEST.

   - How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

     1990: DATA NOT AVAILABLE.
     1991: DATA NOT AVAILABLE.
     1992: 569.0 HRS
     1993: 2002.0 HRS

   - How many hours were actually used (average per year for 1990 thru 1993, total of all users)?

     1990: DATA NOT AVAILABLE.
     1991: DATA NOT AVAILABLE.
     1992: 218.0 HRS
     1993: 1648.0 HRS

   - State reasons for difference between scheduled and actually used.

     Scheduled hours and hours used difference is based on aircraft availability, instructor availability and weather cancellations.

g. Is it possible to increase utilization of the airspace?

   YES. By increasing number of sorties per day during all daylight hours.

h. Can it be expanded in volume and/or hours of use? **IN VOLUME: NO. IN HOURS: YES.**

i. Describe the volume or area of the airspace. **10 NM DIAMETER X 11500'**

j. What percentage of the airspace is usable? **100% OF AIRSPACE IS USABLE.***

* THEORETICALLY, THE ENTIRE AIRSPACE IS USABLE. IN PRACTICE, SMALL QUANTITIES ARE NOT USED DUE TO PROXIMITY TO OTHER AREAS, LACK OF GROUND REFERENCES, LACK OF SUITABLE NAVAIDS, ETC.

CNATRAN3

VR-1030, 1031, 1032, 1033, IR-044

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **YES, EA, FEB92.**
   - What is the status of each environmental analysis and supplement? **FONSI**
   - Were there any problems associated with the analysis? **FONSI**
   - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports. **YES. YES. SUPERSONIC WAIVER NOT REQUIRED.**

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

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

d. Are there any planned expansions to your special use airspace? **NO.**
   - Explain proposal and give status (to include community reactions) **NA**
   - What was the primary rationale supporting expansion? **NA**

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

   VR-1030, 1031, 1032, 1033: ROUTE WIDTH, ALTITUDES BETWEEN SPECIFIC POINTS, ENTRY/EXIT POINTS.
   IR-044: ROUTE WIDTH, MINIMUM ALTITUDE.

f. What is the published availability of each airspace?

   VR-1030, 1031, 1032, 1033: 1100 - 0600 DAILY.
   IR-044: SUNRISE - SUNSET DAILY.

   - How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

     1990: 777
     1991: 745
     1992: 681
     1993: 745

   - How many hours were actually used (average per year for 1990 thru 1993, total of all users)?

     1990: 597
     1991: 573
     1992: 524
     1993: 573

   - State reasons for difference between scheduled and actually used.

     Scheduled hours and hours used difference is based on aircraft availability, instructor availability and weather cancellations.

g. Is it possible to increase utilization of the airspace?

   YES. MTRs only scheduled to meet current training needs; increased student loading will increase utilization.

h. Can it be expanded in volume and/or hours of use? **IN VOLUME: NO. IN HOURS: YES.**

i. Describe the volume or area of the airspace. **DEPENDS ON ROUTE.**

j. What percentage of the airspace is usable? **100% OF AIRSPACE IS USABLE.** *

NOTE: PINEHILL EAST/WEST MOAs: **CTW-1 schedules, but does not control or manage.**

* Theoretically, the entire airspace is USABLE. In practice, small quantities are not used due to proximity to other areas, lack of ground references, lack of suitable NAVAIDS, etc.

CNATRA N3

VR-1030, 1031, 1032, 1033, IR-044

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? **YES, EA, FEB92.**
   - What is the status of each environmental analysis and supplement? **FONSI**
   - Were there any problems associated with the analysis? **FONSI**
   - Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

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

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

d. Are there any planned expansions to your special use airspace? **NO.**
   - Explain proposal and give status (to include community reactions) **NA**
   - What was the primary rationale supporting expansion? **NA**

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

   VR-1030, 1031, 1032, 1033: ROUTE WIDTH, ALTITUDES BETWEEN SPECIFIC POINTS, ENTRY/EXIT POINTS.

   IR-044: ROUTE WIDTH, MINIMUM ALTITUDE.

f. What is the published availability of each airspace?

   VR-1030, 1031, 1032, 1033: 1100 - 0600 DAILY.

   IR-044: SUNRISE - SUNSET DAILY.

   - How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

     1990: 777
     1991: 745
     1992: 681
     1993: 745

   - How many hours were actually used (average per year for 1990 thru 1993, total of all users)?

     1990: 597
     1991: 573
     1992: 524
     1993: 573

   - State reasons for difference between scheduled and actually used.

     Scheduled hours and hours used difference is based on aircraft availability, instructor availability and weather cancellations.

g. Is it possible to increase utilization of the airspace?

   YES. MTRs only scheduled to meet current training needs; increased student loading will increase utilization.

h. Can it be expanded in volume and/or hours of use? **IN VOLUME: NO. IN HOURS: YES.**

i. Describe the volume or area of the airspace. **DEPENDS ON ROUTE.**

j. What percentage of the airspace is usable? **100% OF AIRSPACE IS USABLE.***

* THEORETICALLY THE ENTIRE AIRSPACE IS USABLE. IN PRACTICE, SMALL QUANTITIES ARE NOT USED DUE TO PROXIMITY TO OTHER AREAS, LACK OF GROUND REFERENCES, LACK OF SUITABLE NAVAIDS, ETC.

NOTE: **PINEHILL EAST/WEST MOAs: CTW-1 schedules, but does not control or manage.**

CHATRA N3

Facilities (cont.)

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

8. Potential For Growth in Training Airspace (Area)
   a. Is expansion possible? **YES.**
      - If yes, give an estimate of the percentage of increase and rationale for your estimate
        MERIDIAN ONE EAST MOA (OLF Gunshy) currently utilized by Columbus AFB under an interservice support agreement could be reacquired by CTW-1.

   b. Will current access remain the same (status quo)? **YES.**

   c. Are reductions expected? **NO.**
      - If yes, give an estimate of the percentage of decrease and rationale for your estimate
        NA

   d. Do current special use airspace and training areas meet all training requirements?
        YES. MEETS ALL OVERLAND TRAINING REQUIREMENTS. CARRIER QUALIFICATION IS ONLY TRAINING REQUIRED OVERWATER.

      - Can some of your training requirements only be met by deployed, off-station training?

        ALL STRIKE CARRIER QUALIFICATION IS CONDUCTED BY DEPLOYING TO EAST/WEST COAST AIRCRAFT CARRIER.

      - If not, what degradation is experienced? Explain/identify

9. Commercial Aviation Impact
   a. Is the installation joint-use (CIVILIAN/MILITARY)? **NO.**

   b. Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the installation.
      MERIDIAN MUNICIPAL AIRPORT/KEY FIELD (JOINT USE, AIR NATIONAL GUARD)

   c. Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.
      NO CONSTRAINTS EXIST.
      - Describe the impact. **NA**

Facilities (cont.)

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

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

1 - Airspace Designator: MERIDIAN ONE WEST MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nm x nm x ft): **75 NM X 50 NM X 15000' (3750 SQ MI) 8000-FL 230**
c. Distance from main airfield: **5 NM**
d. Time en route from main airfield: **0.1 HOURS**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? ~~**YES**~~ No
   - If so, how many? ~~**2**~~
   - If so, what types? ~~**IFR OR VFR**~~

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h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **1 (VICTOR AIRWAY 245)**
k. Number of high altitude airways (above 18,000 ft.) that bisect airspace: **0**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **41295 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **150 USAF (DATA NOT AVAILABLE FOR FY90-92)**
m. Total number of available hours in FY 1990 thru 1993: **23360**
n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **8656 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **150 (DATA NOT AVAILABLE FOR FY90-92)**
o. Total number of hours used:
   - By Navy: **7754 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **150**
p. Types of training permitted:

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

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Facilities (cont.)

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

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

1 - Airspace Designator: MERIDIAN ONE WEST MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **75 NM X 50 NM X 15000' (3750 SQ MI) 8000-FL 230**
c. Distance from main airfield: **5 NM**
d. Time en route from main airfield: **0.1 HOURS**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? ~~**YES**~~ NO
   - If so, how many? ~~2~~ 2
   - If so, what types? ~~**IFR OR VFR**~~ CNATRA N3
h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **1 (VICTOR AIRWAY 245)**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Number of sorties flown in FY 1993
   - By Navy: **22,440**
   - By other services: **150 USAF**
m. Percent of sorties cancelled due to weather: **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993:
   - By Navy: **4720 (INCLUDES NIGHT TIME)**
   - By other services: **150 USAF**
p. Number of hours used:
   - By Navy: **3882**
   - By other services: **150 USAF**
q. Types of training permitted:

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

2 - Airspace Designator: MERIDIAN ONE EAST MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nm x nm x ft): **30 NM X 24 NM X 15000'(720 SQ MI) 8000-FL 230**
c. Distance from main airfield: **25 NM**
d. Time en route from main airfield: **0.1 HRS**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space?
CURRENTLY AIRSPACE NOT USED BY CTW-1 UNITS.
- If so, how many?
- If so, what types?

h. Is the airspace under radar coverage? **YES**
- If so, who provides the coverage? **MEMPHIS CENTER**

i. Is the airspace under communications coverage? **YES**
- If so, who provides the coverage? **MEMPHIS CENTER**

j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Total number of sorties/movements flown in FY 1990 thru 1993
- By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
- By other services: **USAF DATA NOT AVAILABLE**

m. Total number of available hours in FY 1990 thru 1993: **12480**
n. Total number of scheduled hours in FY 1990 thru 1993:
- By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
- By other services: **USAF DATA NOT AVAILABLE**

o. Total number of hours used:
- By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
- By other services: **USAF DATA NOT AVAILABLE**

p. Types of training permitted: **USAF UNDERGRADUATE PILOT TRAINING**

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2 - Airspace Designator: MERIDIAN ONE EAST MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **30 NM X 24 NM X 15000'(720 SQ MI) 8000-FL 230**
c. Distance from main airfield: **25 NM**
d. Time en route from main airfield: **0.1 HRS**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space?
CURRENTLY AIRSPACE NOT USED BY CTW-1 UNITS.
- If so, how many?
- If so, what types?

h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Number of sorties flown in FY 1993
- By Navy: **0**
- By other services: **USAF DATA NOT AVAILABLE.**

m. Percent of sorties cancelled due to weather: **NAVY/NA;**
USAF/DATA NOT AVAILABLE
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
- By Navy: **0**
- By other services: **USAF DATA NOT AVAILABLE**

p. Number of hours used:
- By Navy: **0**
- By other services: **USAF DATA NOT AVAILABLE**

q. Types of training permitted: **USAF UNDERGRADUATE PILOT TRAINING**

3 - Airspace Designator: PINEHILL EAST/WEST MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions(nm x nm x ft): **42 NM X 52 NM X 13,000 (2185 SQ MI) 10,000-FL230**
c. Distance from main airfield: **~~21~~ 23 NM**
d. Time en route from main airfield: **0.1 ~~0.2~~ HR** SH CNET N44331
e. Controlling agency: **ATLANTA ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1**
   - If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **ATLANTA CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **ATLANTA CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **2678 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **DATA UNKNOWN**
m. Total number of available hours in FY 1990 thru 1993: **18096**
n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **6336 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **DATA UNKNOWN**
o. Total number of hours used:
   - By Navy: **2340 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **DATA UNKNOWN**
p. Types of training permitted:

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

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3 - Airspace Designator: PINEHILL EAST/WEST MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **42 NM X 52 NM X 13,000 (2185 SQ MI) 10,000-FL 230**
c. Distance from main airfield: ~~**21 NM**~~ 23 NM
d. Time en route from main airfield: **0.1** ~~**0.2**~~ **HR**
e. Controlling agency: **ATLANTA ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1**
   - If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES/ATLANTA CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Number of sorties flown in FY 1993
   - By Navy: **765**
   - By other services: **15**
m. Percent of sorties cancelled due to weather: **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **3168**
   - By other services: **USAF DATA UNKNOWN**
p. Number of hours used
   - By Navy: **1319**
   - By other services: **USAF DATA UNKNOWN**
q. Types of training permitted:

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

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4 - Airspace Designator: BIRMINGHAM MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **32 NM X 47 NM X 17500' (1504 SQ MI)**
c. Distance from main airfield: **30 NM**
d. Time en route from main airfield: **0.2 HR**
e. Controlling agency: **ATLANTA ARTCC**
f. Scheduling agency: **116TH TFW (BIRMINGHAM ANG), MONTGOMERY, AL**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1**
   - If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **ATLANTA CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **ATLANTA CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **1 (J239)**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **1580 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **711 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
m. Total number of available hours in FY 1990 thru 1993: **9480**
n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **2100 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **711 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
o. Total number of hours used:
   - By Navy: **2100 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **711 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
p. Types of training permitted

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

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4 - Airspace Designator: BIRMINGHAM MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **32 NM X 47 NM X 17500' (1504 SQ MI)**
c. Distance from main airfield: **30 NM**
d. Time en route from main airfield: **0.2 HR**
e. Controlling agency: **ATLANTA ARTCC**
f. Scheduling agency: **116TH TFW (BIRMINGHAM ANG), MONTGOMERY, AL**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1**
   - If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES/ATLANTA CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **1 (J239)**
l. Number of sorties flown in FY 1993
   - By Navy: **1580**
   - By other services: **711**
m. Percent of sorties cancelled due to weather: **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **2370**
o. Number of scheduled hours in FY 1993
   - By Navy: **2100**
   - By other services: **711 USAF**
p. Number of hours used
   - By Navy: **2100**
   - By other services: **711 USAF**
q. Types of training permitted

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

5 - Airspace Designator: COLUMBUS 1/3 MOAs

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nm x nm x ft): **120 NM X 48 NM X 15000'(5760 SQ MI) 8000-FL230**
c. Distance from main airfield: **63 NM**
d. Time en route from main airfield: **0.3 HR**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **14TH FTW, COLUMBUS AFB, MS**
g. Are canned/stereo airways needed to access air space? **UNKNOWN**
   - If so, how many?
   - If so, what types?
h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **USAF DATA NOT AVAILABLE**
m. Total number of available hours in FY 1990 thru 1993: **12480**
n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **USAF DATA NOT AVAILABLE**
o. Total number of hours used:
   - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **USAF DATA NOT AVAILABLE**
p. Types of training permitted: **USAF UNDERGRADUATE PILOT TRAINING**

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5 - Airspace Designator: COLUMBUS 1/3 MOAs

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **120 NM X 48 NM X 15000' (5760 SQ MI) 8000-FL 230**
c. Distance from main airfield: **63 NM**
d. Time en route from main airfield: **0.3 HR**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **14TH FTW, COLUMBUS AFB, MS**
g. Are canned/stereo airways needed to access air space? **UNKNOWN**
   - If so, how many?
   - If so, what types?
h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Number of sorties flown in FY 1993
   - By Navy: **0**
   - By other services: **USAF DATA UNKNOWN**
m. Percent of sorties cancelled due to weather: **USAF DATA UNKNOWN**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **0**
   - By other services: **USAF DATA UNKNOWN**
p. Number of hours used
   - By Navy: **0**
   - By other services: **USAF DATA UNKNOWN**
q. Types of training permitted: **USAF UNDERGRADUATE PILOT TRAINING**

6 - Airspace Designator: R-4404 A, B, C (SEARAY TARGET RANGE)

a. Type of airspace: **RESTRICTED AREA**
b. Dimensions (nmi. x nmi. x ft): **10 NM CIRCLE**
c. Distance from main airfield: **25 NM**
d. Time en route from main airfield: ~~**0.1 HR**~~ .2 HR
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? ~~**YES**~~ NO
   - If so, how many? ~~**1**~~
   - If so, what types? ~~**IFR or VFR**~~ N/A

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h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **2416 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **150 (DATA NOT AVAILABLE FOR FY90-92)**
m. Total number of available hours in FY 1990 thru 1993: **9360**
n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **2576 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **446 (DATA NOT AVAILABLE FOR FY90-92)**
o. Total number of hours used:
   - By Navy: **1568 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
   - By other services: **298 (DATA NOT AVAILABLE FOR FY90-92)**
p. Types of training permitted: **Air-to-Ground Weapons Delivery.**

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6 - Airspace Designator: R-4404 A, B, C (SEARAY TARGET RANGE)

a. Type of airspace: **RESTRICTED AREA**
b. Dimensions (nmi. x nmi. x ft): **10 NM CIRCLE**
c. Distance from main airfield: **25 NM**
d. Time en route from main airfield: ~~**0.1 HR**~~ 0.2 HR
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? ~~**YES**~~ NO (NATRA N3)
   - If so, how many? X
   - If so, what types? ~~**IFR or VFR**~~
h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Number of sorties flown in FY 1993
   - By Navy: **2230**
   - By other services: **150 USAF**
m. Percent of sorties cancelled due to weather. **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **2007**
   - By other services: **446**
p. Number of hours used
   - By Navy: **1350**
   - By other services: **298**
q. Types of training permitted: **Air-to-Ground Weapons Delivery.**

7 - Airspace Designator: VR-1030, 1031, 1032, 1033, IR-044

a. Type of airspace: **MTR**
b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE.**
c. Distance from main airfield: **VARIES WITH ROUTE.**
d. Time en route from main airfield: **VARIES WITH ROUTE, 0.2 HRS TO 0.5 HRS.**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1 PER ROUTE**
   - If so, what types? **IFR or VFR**
h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **819 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **148 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
m. Total number of available hours in FY 1990 thru 1993: **12480**
n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **745 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **193 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
o. Total number of hours used:
   - By Navy: **573 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **103 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
p. Types of training permitted: **LOW LEVEL NAVIGATION.**

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7 - Airspace Designator: VR-1030, 1031, 1032, 1033, IR-044

a. Type of airspace: **MTR**
b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE.**
c. Distance from main airfield: **VARIES WITH ROUTE.**
d. Time en route from main airfield: **VARIES WITH ROUTE, 0.2 HRS TO 0.5 HRS.**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1 PER ROUTE**
   - If so, what types? **IFR or VFR**
h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
l. Number of sorties flown in FY 1993
   - By Navy: **819**
   - By other services: **148**
m. Percent of sorties cancelled due to weather. **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **745**
   - By other services: **193**
p. Number of hours used
   - By Navy: **573**
   - By other services: **103**
q. Types of training permitted: **LOW LEVEL NAVIGATION.**

8 - Airspace Designator: R-4401 A, B, C (CAMP SHELBY TARGET RANGE)

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

a. Type of airspace: **RESTRICTED AREA**
b. Dimensions (nmi. x nmi. x ft): **12 NM X 8.5 NM**
c. Distance from main airfield: **88 NM SOUTH OF NAS MERIDIAN**
d. Time en route from main airfield: **0.6 HR**
e. Controlling agency: **HOUSTON ARTCC**
f. Scheduling agency:
MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRG CENTER
g. Are canned/stereo airways needed to access air space? **YES**
- If so, how many? **1**
- If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES/HOUSTON CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **1 (J50)**
l. Number of sorties flown in FY 1993
- By Navy: **328**
- By other services: **DATA NOT AVAILABLE.**
m. Percent of sorties cancelled due to weather. **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
- By Navy: **164**
- By other services: **DATA NOT AVAILABLE.**
p. Number of hours used
- By Navy: **49**
- By other services: **DATA NOT AVAILABLE**
q. Types of training permitted: **Air-to-Ground Weapons Delivery.**

8 - Airspace Designator: R-4401 A, B, C (CAMP SHELBY TARGET RANGE)

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

a. Type of airspace: **RESTRICTED AREA**
b. Dimensions (nmi. x nmi. x ft): **12 NM X 8.5 NM**
c. Distance from main airfield: **88 NM SOUTH OF NAS MERIDIAN**
d. Time en route from main airfield: **0.6 HR**
e. Controlling agency: **HOUSTON ARTCC**
f. Scheduling agency:
MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRG CENTER
g. Are canned/stereo airways needed to access air space? **YES**
- If so, how many? **1**
- If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES**
- If so, who provides the coverage? **HOUSTON CENTER**
i. Is the airspace under communications coverage? **YES**
- If so, who provides the coverage? **HOUSTON CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **1 (J50)**
l. Total number of sorties/movements flown in FY 1990 thru 1993
- By Navy: **328 - FY93 DATA (DATA NOT AVAILBLE IN THIS FORMAT FY90-92)**
- By other services: **DATA NOT AVAILABLE**
m. Total number of available hours in FY 1990 thru 1993: **12480**
n. Total number of scheduled hours in FY 1990 thru 1993:
- By Navy: **164 - FY93 DATA (DATA NOT AVAILBLE IN THIS FORMAT FY90-92)**
- By other services: **DATA NOT AVAILABLE**
o. Total number of hours used:
- By Navy: **49 - FY93 DATA (DATA NOT AVAILBLE IN THIS FORMAT FY90-92)**
- By other services: **DATA NOT AVAILABLE**
p. Types of training permitted: **Air-to-Ground Weapons Delivery.**

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8 - Airspace Designator: R-4401 A, B, C (CAMP SHELBY TARGET RANGE)

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

a. Type of airspace: **RESTRICTED AREA**
b. Dimensions (nmi. x nmi. x ft): **12 NM X 8.5 NM**
c. Distance from main airfield: **88 NM SOUTH OF NAS MERIDIAN**
d. Time en route from main airfield: **0.6 HR**
e. Controlling agency: **HOUSTON ARTCC**
f. Scheduling agency:
   MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRG CENTER
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1**
   - If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES/HOUSTON CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **1 (J50)**
l. Number of sorties flown in FY 1993
   - By Navy: **328**
   - By other services: **DATA NOT AVAILABLE.**
m. Percent of sorties cancelled due to weather. **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **164**
   - By other services: **DATA NOT AVAILABLE.**
p. Number of hours used
   - By Navy: **49**
   - By other services: **DATA NOT AVAILABLE**
q. Types of training permitted: **Air-to-Ground Weapons Delivery.**

Facilities (cont.)

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

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

Range Name: R-4404 A, B, C (SEARAY TARGET RANGE)

a. List the range(s) that your installation controls/manages? **R-4404 A, B, C**
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. **R-4404**
c. What is the distance from the installation to the range(s)? **25 NM**
d. What is the size of the range? (in acres) **653.67 NAVY OWNED & 2235.23 IN EASEMENTS.**
   - What is the size of the range's(s') impact area(s) (in acres)? **20**
   - What is the size of the restricted area in which the range lies (in square miles)? **10 NM CIRCLE**
   - What is the altitude ceiling of the range's(s') restricted area(s)? **11,500**
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
   NO, MEETS ALL CTW-1 TRAINING REQUIREMENTS.
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? **DAYLIGHT ONLY.**
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List **VT-7 AND 14TH FTW (USAF).**
h. What is the published availability of the range(s)?
   - How many hours (average per year for 1990 thru 1993) was the range(s) scheduled? **2453**
   - How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)? **1648**
   - Utilization (average used/average scheduled x 100 = %) **67%**
   - Give reasons for non-use. **WEATHER, AIRCRAFT AVAILABILITY, STUDENT AVAILABILITY.**
i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. **NO, INERT ONLY, ENHANCED AIR FORCE SCORING PROGRAM.**
   - What are the associated FSWD/ASWS restrictions? **INERT ORDNANCE ONLY.**
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? **NO.**
   - What are the associated special weapons restrictions? **NA**
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. **NO.**
   - What are the associated electronic warfare restrictions? **NA**
l. Are there any noise sensitive area (NSAs) associated with the range(s)? **NO.**
   - Do any of the NSAs affect or threaten the quality of training? (Explain) **NA**
m. Are there commercial/civilian encroachment problems associated with the range(s)? **NO.**
   - Do any of these encroachments affect or threaten the quality of training? (Explain) **NO.**
n. Describe problems (if any) with hazardous material/waste/ordnance disposal? **NONE.**
o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
   JOINT-USE AGREEMENT WITH 14TH FTW, COLUMBUS AFB.
   - Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? **NO.** If yes, explain.
p. Is it possible to increase utilization of the range(s) (expand hours, volume)?
   YES, EXPAND HOURS TO USE ALL DAYLIGHT HOURS.
q. Are there any planned range real property expansions? **YES. PLAN TO PURCHASE A PORTION OF THE PROPERTY UNDER EASEMENT TO ENABLE THE USE OF ROCKETS.**
   - What is community reaction to your proposal? **NONE NOTED TO DATE.**

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

Range Name: R-4401 A, B, C (CAMP SHELBY)

a. Location (city/county and state and lattitude and longitude)
   NEAR HATTIESBURG, MS/PERRY COUNTY 31° 13' N / 89° 11' W
b. Distance from main airfield: **88 NM SOUTH**
c. Time en route from main airfield: **0.6 HR**
d. Controlling agency: **HOUSTON ARTCC**
e. Scheduling agency: **MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRAINING CENTER**
f. Are canned/stereo airways needed to access air space? **YES.**
   - If so, how many? **1**
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? **IFR**
g. Is the airspace under radar coverage? **YES**
   - If so who provides the coverage? **HOUSTON CENTER**
h. Is the airspace under communications coverage? **YES**
   - If so who provides the coverage? **HOUSTON ARTCC/CAMP SHELBY**
i. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
j. Number of high altitude airways (above 18,000 ft) that bisect airspace: **1 (J50)**
k. Total number of sorties flown in FY 1990 thru 1993
   - By your service: **1993: 328**
   - By other services (including reserves and national guard): **DATA NOT AVAILABLE.**
l. Total number of available hours in FY 1990 thru 1993: **DATA NOT AVAILABLE.**
m. Total number of scheduled hours in FY 1990 thru 1993
   - By your service: **1993: 164**
   - By other services (including reserves and national guard): **DATA NOT AVAILABLE.**
n. Total number of hours used
   - By your service: **1993: 49**
   - By other services (including reserves and national guard): **DATA NOT AVAILABLE.**
o. Types of training permitted: **AIR-TO-GROUND WEAPONS.**

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

AIRFIELDS

NAME: NAS MERIDIAN, MCCAIN FIELD
LOCATION: 32° 33' N / 88° 34' W
APPROACHES: HI-TACAN Runway 1L
HI-TACAN Runway 19L
HI-NDB (UHF) or NDB (UHF/DME Runway 19L
NDB (UHF) or NDB (UHF)/DME Runway 19L
REMARKS: Navy Control Tower (Class D Airspace).
Ground Controlled Approaches (GCA) available.

NAME: MERIDIAN, KEY FIELD
LOCATION: 32° 20' N / 88° 45' W
APPROACHES: NBD Runway 1
ILS Runway 1
VOR A
HI-ILS/DME Runway 1
HI-TACAN or VOR/DME B
REMARKS: FAA Control Tower (Class D Airspace).
Ground Controlled Approaches (GCA) available.

NAME: COLUMBUS AFB
LOCATION: 33° 39' N / 88° 27' W
APPROACHES: ILS Runway 13
ILS Runway 31
VOR/DME TACAN Runway 13
VOR/DME TACAN Runway 31
HI-ILS Runway 13
HI-ILS Runway 31
REMARKS: Air Force Control Tower (Class D Airspace).
Ground Contolled Approaches (GCA) available.

NAME: NAS MERIDIAN, OLF JOE WILLIAMS FIELD
LOCATION: 32° 48' N / 88° 50' W
APPROACHES: TACAN Runway 31
REMARKS: Navy Control Tower (Class D Airspace).

NAME: COLUMBUS AFB, GUNSHY AUXILIARY FIELD
LOCATION: 32° 56' N / 88° 35' W
APPROACHES: None.
REMARKS: None.

AIRWAYS
V18
V56
V194-543
V455
V209
NOTE: Minimum Altitude 2000 feet.

JET ROUTES
J4-20
J22-31
NOTE: Minimum Altitude FL240.

MILITARY TRAINING ROUTES (MRT)
IR44
VR1030
VR1031
VR1032
VR1033
VR1050
NOTE: No delays experienced in getting clearance into MTR's.

APPROACH CONTROL SERVICES
AIRSPACE DIMENSIONS:

From	33 13 20 N 88 49 30 W	to
	33 12 00 N 88 25 50 W	to
	33 10 30 N 88 22 00 W	to
	33 05 51 N 88 20 55 W	to
	33 02 35 N 87 59 10 W	to
	32 41 50 N 87 51 00 W	to
	32 35 30 N 87 59 30 W	to
	32 29 50 N 87 53 20 W	to
	32 28 30 N 87 51 50 W	to
	32 14 30 N 87 51 45 W	to
	32 15 20 N 88 04 15 W	to
	32 03 45 N 88 04 15 W	to
	32 03 45 N 88 20 15 W	to
	32 04 10 N 88 20 25 W	to
	31 58 00 N 88 50 00 W	to
	32 04 00 N 89 07 30 W	to
	32 19 00 N 89 17 30 W	to
	32 32 15 N 89 49 30 W	back to
	33 13 20 N 88 49 30 W	

NOTE: FAA Meridian RATCC provides approach control services to aircraft during all phases of flight operations at 12,000 feet and below.

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

NO.

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

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

NO.

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

NO.

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

NO.

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

NO.

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

YES.

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

ONLY THE AIRSPACE USED BY NAS MERIDIAN.

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

YES. SOME GENERAL USE AIRSPACE WOULD NEED TO BE DESIGNATED "ALERT AREAS" IF FLIGHT OPERATIONS EXCEEDS 250,000 PER YEAR.

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

NO. TO COMPLETE NFO TRAINING, 4 SURFACE SEARCH (OVER-WATER) SORTIES ARE REQUIRED PER STUDENT. THOSE SORTIES, WHEN CONDUCTED IN CONJUNCTION WITH AIRWAY NAVIGATION SORTIES, COULD BE FLOWN OUT OF NAS MERIDIAN TO NAS PENSACOLA, RE-FUEL, THEN TO W-155, AND VICE VERSA. ALL AIR INTERCEPT SORTIES REQUIRED FOR NFO TRAINING CAN BE CONDUCTED AT NAS MERIDIAN.

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

Syllabus of Training	Terrain Feature or Overwater Requirement
STRIKE: INTERMEDIATE	**NA** R
STRIKE: ADVANCED	**OVERWATER REQUIREMENT: CARRIER QUALIFICATION. AIR-TO-GROUND WEAPONS: RESTRICTED AREA AND TARGET REQUIRED.**

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.
NO.

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.
NO.

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.
NO.

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?
NO.

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

20. Is there airspace within 50 NM which permits advanced fighter training?
ONLY THE AIRSPACE USED BY NAS MERIDIAN.

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.
YES. SOME GENERAL USE AIRSPACE WOULD NEED TO BE DESIGNATED "ALERT AREAS" IF FLIGHT OPERATIONS EXCEEDS 250,000 PER YEAR.

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.
NO.

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

Syllabus of Training	Terrain Feature or Overwater Requirement
STRIKE: INTERMEDIATE	**OVERWATER REQUIREMENT: CARRIER QUALIFICATION.**
STRIKE: ADVANCED	**OVERWATER REQUIREMENT: CARRIER QUALIFICATION. AIR-TO-GROUND WEAPONS: RESTRICTED AREA AND TARGET REQUIRED.**

Facilities (cont.)

B. Airfields

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

Airfield Name: **NAS MERIDIAN, MCCAIN FIELD**

a. Location (city/county and state and lattitude and longitude)
MERIDIAN, MS/LAUDERDALE COUNTY 32°33'17"N / 88°33'34"W

b. Distance from main field: **THIS IS THE MAIN FIELD.**

CNATRANS c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **YES,** see Note 1.

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

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?

CNATRANS yes ~~**NO.**~~ ~~**Airfield configuration supports simultaneous instrument arrivals and departures.**~~ see note 2.

CNATRANS e. Does the airfield have full-length parallel taxiways? **NO.** See Note 3.

f. Does the airfield have high speed taxiways? ~~**YES.**~~ NO.

CNATRANS g. Does the airfield have a crosswind runway? **YES.**

CNATRANS h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **NO.** This runway is used, by itself, less than 4% of the time.

CNATRANS i. How much capacity is lost? **NONE.**

j. What percent of the time do conditions force the crosswind runway to be used? ~~8.4%~~ 3.7%

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

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

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

CNATRANS **Parallel runways are 8000'x 200' with high intensity runway lighting (HIRL) and centerline lighting in order to support jet aircraft. The crosswind runway is 6400' x 200' with medium intensity runway lighting and is capable of supporting jet operations. The unique design of the airfield layout allows for easy/rapid access to and from all runways from the ramp.** AIRFIELD CONFIGURATIONS SUPPORT SIMULTANEOUS INSTRUMENT ARRIVALS AND DEPARTURES.

CNATRANS NOTE 1: NAS MERIDIAN RUNWAY CENTERLINES ARE SEPARATED BY 3900 FEET. THE THRESHHOLDS ARE DISPLACED BY 4080 FEET.

CNATRANS NOTE 2: DUAL IFR FLIGHT ARRIVALS AND DEPARTURES ARE PERMITTED BY RUNWAY DESIGN.

CNATRANS NOTE 3: IN NORMAL CONFIGURATION MODE, FULL LENGTH TAXIWAYS CONNECT THE CENTROID RAMP AREA TO ALL ARRIVAL AND DEPARTURE THRESHHOLDS.

Airfield Name: OLF JOE WILLIAMS FIELD (BRAVO)

a. Location (city/county and state and lattitude and longitude)
   DEKALB, MS/KEMPER COUNTY 32°47'33"N / 88°49'40"W
b. Distance from main field: **19.3 NM NORTHWEST OF NASMER.**
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **NO.**
d. Does the airfield have parallel or dual offset runways? **NO.**
   -If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **NA** CNATRANS
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? ~~**NO.**~~ NONE REQUIRED SINGLE RUNWAY COVERS WIND 96.3% OF TIME.
h. If conditions force the use of this runway, does the airfield lose flight ops capacity? **NA**
i. How much capacity is lost? **NA**
j. What percent of the time do conditions force the crosswind runway to be used? **NA**
k. Is the airfield equipped to support IFR flight operations? ~~**YES.**~~
   ~~**LOCALLY PUBLISHED INSTRUMENT APPROACHES ARE CURRENTLY USED FOR IFR TRAFFIC INTO AND OUT OF OLF JOE WILLIAMS FIELD.**~~ SEE NOTE 1.
l. Is the airfield owned by your service or leased? **OWNED BY NAVY.**
m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
   8000' X 150' RUNWAY WHICH SUPPORTS JET TRAFFIC INCLUDING CONTROL TOWER, BEACON LIGHT, CARRIER DECK LIGHTING, FUEL/LOX STORAGE AND PARKING RAMP.

NOTE 1: THERE IS A PUBLISHED INSTRUMENT APPROACH (LOCAL) FOR OLF BRAVO. MINIMUMS ARE 1000' CEILING AND 3 MILES VISIBILITY OR VFR. IFR DEPARTURES ARE AUTHORIZED AS LONG AS NATOPS WEATHER MINIMUMS ARE MET.

CNATRANS

Facilities (cont.)

B. Airfields (cont.)

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

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	NASMER: 527,915 OLF: 164,784	NASMER: 527,915 OLF: 164,784	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	NASMER: 99,394 OLF: 54,916	NASMER: 99,394 OLF: 54,916	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	NASMER: 301,458 OLF: 28,210	NASMER: 301,458 OLF: 28,210	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	205,973	205,973	0	0

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	92,172	92,172	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	116,259	116,259	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	351,044	351,044	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	177,165	177,165	0	0

Facilities (cont.)

B. Airfields (cont.)

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate	
211-xx	Hangar	SF	186,407	0	0	
211-03	Corrosion Control Hangar	SF	18,044	0	0	R
	Ops/Terminal Facility:					
133-72	RATCC Center	SF	4,429	0	0	
141-40	Aircraft Ops Bldg	SF	15,673	0	0	
141-70	Control Tower	SF	2,930	0	0	
171-35	Operational Training/ Simulator Facilities	SF	50,224	0	0	
111-10	Runways	SY	527,915	0	0	
112-10	Taxiways	SY	99,394	0	0	
113-20	Parking Aprons	SY	301,458	0	0	
124-30	Jet Fuel Storage	GA	3,427,990	0	0	
141-87	Liquid Oxygen Facilities	SF	1548	0	0	
211-xx	Aircraft Maintenance and Production Facilities	SF	8,906	0	0	
211-45	Avionics	SF	5100	0	0	
218-45	Calibration Shop	SF	1016	0	0	
218-60	Ground Support	SF	13330	0	0	
218-61	Equipment Bldg	SF	6180	0	0	
610-10	Admin Buildings	SF	82,086	6509	0	ADDED
141-20	Fire & Rescue Station	SF	10042	0	0	
	Target Range Facilities:					
179-35	Observation Towers (2)	SF	144	0	0	

Facilities (cont.)

B. Airfields (cont.)

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
211-xx	**Hangar**	**SF**	**186,407**	**0**	**0**
211-03	**Corrosion Control Hangar**	**SF**	**18,507**	**0**	**0**
	Ops/Terminal Facility:				
133-72	**RATCC Center**	**SF**	**4,429**	**0**	**0**
141-40	**Aircraft Ops Bldg**	**SF**	**15,673**	**0**	**0**
141-70	**Control Tower**	**SF**	**2,930**	**0**	**0**
171-35	**Operational Training/ Simulator Facilities**	**SF**	**60,696**	**0**	**0**
111-10	**Runways**	**SY**	**527,915**	**0**	**0**
112-10	**Taxiways**	**SY**	**99,394**	**0**	**0**
113-20	**Parking Aprons**	**SY**	**301,458**	**0**	**0**
124-30	**Jet Fuel Storage**	**GA**	**3,427,990**	**0**	**0**
141-87	**Liquid Oxygen Facilities**	**SF**	**1548**	**0**	**0**
211-xx	**Aircraft Maintenance and Production Facilities**	**SF**	**8,906**	**0**	**0**
211-45	**Avionics**	**SF**	**5100**	**0**	**0**
218-45	**Calibration Shop**	**SF**	**1016**	**0**	**0**
218-60	**Ground Support**	**SF**	**13330**	**0**	**0**
218-61	**Equipment Bldg**	**SF**	**6180**	**0**	**0**
141-20	**Fire & Rescue Station**	**SF**	**10042**	**0**	**0**
	Target Range Facilities:				
179-35	**Observation Towers (2)**	**SF**	**144**	**0**	**0**

	OLF Joe Williams Field Facilities:				
111-10	**Runway**	**SY**	**164,784**	**0**	**0**
112-10	**Taxiway**	**SY**	**54,916**	**0**	**0**
113-20	**Parking Apron**	**SY**	**28,210**	**0**	**0**
136-36	**Carrier Deck Lighting/Embedded**	**EA**	**2**	**0**	**0**
141-70	**Control Tower**	**SF**	**2,400**	**0**	**0**
134-20	**Beacon Tower**	**EA**	**1**	**0**	**0**
141-40	**Operations Bldg**	**SF**	**2,972**	**0**	**0**
141-20	**Fire & Rescue Bldg**	**SF**	**2,090**	**0**	**0**
411-50	**Jet Fuel Storage**	**GA**	**420,000**	**0**	**0**

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

No inadequate facilities.

Facilities (cont.)

C. Ground Training Facilities

R

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate	
171-10	**Academic Training Bldg 2-00266**	**SF**	**13085**	**0**	**0**	
171-20	**Academic Training Bldg 2-00266**	**SF**	**7300**	**0**	**0**	
171-35	**Operational Simulator Training Bldg 2-00150**	**SF**	**50224**	**0**	**0**	
179-10	**Multi-Purpose SEARAY Bombing Range 2-00146**	**EA** **ACRES**	**1** **654 owned** **+** **2235 easements**	**0**	**0**	
211-07	**Hangar Training and Ready Rooms 2-00002**	**SF**	**12707**	**0**	**0**	ADDED
179-35	**Target Range Observation Towers 2-00139 & 2-00144**	**EA**	**2**	**0**	**0**	

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

No inadequate facilities.

Facilities (cont.)

C. Ground Training Facilities

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
171-10	**Academic Training Bldg 2-00266**	**SF**	**13085**	**0**	**0**
171-20	**Academic Training Bldg 2-00266**	**SF**	**7300**	**0**	**0**
171-35	**Operational Simulator Training Bldg 2-00150**	**SF**	**50224**	**0**	**0**
179-10	**Multi-Purpose SEARAY Bombing Range 2-00146**	**EA ACRES**	**1 654 owned + 2235 easements**	**0**	**0**
179-35	**Target Range Observation Towers 2-00139 & 2-00144**	**EA**	**2**	**0**	**0**

R

R

DELETED 179-40

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

R

No inadequate facilities.

CLOSE HOLD

Facilities (cont.)

C. Ground Training Facilities

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate	Substandard	Inadequate
171-20	**NTTC Admin Schools Training Bldg**	**SF**	**67,200**	**0**	**0**
171-20	**NTTC Supply Schools Training Bldg**	**SF**	**66,048**	**0**	**0**
171-10	**Regional Counterdrug Training Academy**	**SF**	**11,016**	**0**	**0**
179-45	**Mock Training Village Buildings**	**EA**	**7**	**0**	**0**
179-50	**Firefighting Training Course**	**EA**	**1**	**0**	**0**
179-40	**Small Arms Pistol Range**	**EA**	**1**	**0**	**0**

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

No inadequate facilities.

Facilities (cont.)

D. Aircraft Maintenance Facilities

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

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
T-2	FIELD TEAM*	X	X		X
TA-4J	FIELD TEAM*	X	X		X
C-12			X		X
UH-1			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.

CNATRANS

Facilities (cont.)

E. Special Military Facilities

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

Type of Facility	Operational Mission of Facility
AN/FPN-63	**Precision Approach Radar**
AN/URN-25	**Tactical Air Navigation**
AN/GRT-21-22	**Communications Ground-to-Air**
AN/GRR-23-24	**Communications Ground-to-Air**
AN/FRN-39	**Nondirectional Beacon**
RATCC	**Air Traffic Control**
NEXRAD	**WSR88D PUP Weather Radar**
FM Crash Net	**Command Control**
FM Security Net	**Command Control**
FM Public Works Net	**PWD Maintenance Control**
FM Structural/ Medical Net	**Command Control**
ASR-8	**Surveillance Radar**
ASOS	**Automatic Surface Observation System**
GRC 171	**Communications Ground-to-Air**
GRC 211	**Communications Ground-to-Air**

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

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)

YES.

3. Does installation have a dedicated munitions loading pad? **NO.**
   a. If yes, are there any access limitations? **NA**
   b. What type aircraft have used your pad over the last five years? **NA**

Facilities (cont.)

E. Special Military Facilities

4. Is the installation located within 150NM of:

   a. Ground Force Installation (active)? (If yes, give name(s))
      YES. ARMY NATIONAL GUARD TRAINING SITE, CAMP SHELBY, MS.

   b. Rail Access which allows the loading/unloading of heavy equipment?
      YES.

   c. Deep water port facility? Yes/No (If yes, give name(s))
      YES.
      PASCAGOULA, MS
      MOBILE, AL
      PENSACOLA, FL
      NEW ORLEANS, LA.

5. Does the installation medical treatment facility routinely receive referral patients?
   NO.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.
   NO.

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

Type of Facility	Location	Mission and Capability of Facility
Magazine #1 2-00017	**NAS Meridian**	**Storage of weapons and ejection seat explosive devices for student aviation training.**
Magazine #2 2-00018	**NAS Meridian**	**Storage of weapons and ejection seat explosive devices for student aviation training.**
Ready Ammo Magazine 2-00019	**NAS Meridian**	**Storage of weapons and ejection seat explosive devices for student aviation training.**
Ready Ammo Magazine 2-00020	**NAS Meridian**	**Storage of weapons and ejection seat explosive devices for student aviation training.**
Ready Ammo Magazine 2-00153	**NAS Meridian**	**Storage of weapons and ejection seat explosive devices for student aviation training.**
Ready Ammo Magazine 2-00154	**NAS Meridian**	**Storage of weapons and ejection seat explosive devices for student aviation training.**
Ready Ammo Magazine 2-00155	**NAS Meridian**	**Storage of weapons and ejection seat explosive devices for student aviation training.**

Facilities (cont.)

F. Facility Support Arrangements for Other Services

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

Activity Name / Military Service	Description of Activity Role and Degree of Support
* Naval Technical Training Center, Meridian	Training center for USN and USMC entry level in-rate training to junior personnel in supply, administrative, and religious program rates. NASMER provides full support including facilities, utilities, police, admin, communications, custodial, refuse, maintenance, galley, medical, housing, supply & puchasing, fire protection, laundry, chaplain, and MWR services.
Regional Counterdrug Training Academy	Counterdrug law enforcement training. NASMER provides facilities & utilities, police, admin, communications, custodial, refuse, maintenance, galley, medical, housing, supply & purchasing, fire protection, printing, laundry, chaplain, library, & MWR.
14th Flying Training Wing (ATC)/Columbus AFB, MS/Air Force	USAF/USN Joint-Use of SEARAY Target Range ISSA (Range owned by Navy). NASMER provides common use facilities, fire protection, equipment maintenance, explosive ordinance, & training services.
14th Flying Training Wing (ATC)/OLF Gunshy/Columbus AFB/Air Force	USAF/USN Joint-Use OLF Gunshy, Letter of Agreement (OLF owned by AF). NASMER provides facilities, maintenance, and medicial services.
437 MAW/DOXC, Charleston AFB, SC/Air Force	Hurricane Evacuation (HURREVAC) site for 10 C-141s.
* NAS Cecil Field, Jacksonville, FL/Navy	Hurricane Evacuation (HURREVAC) site for 85 FA-18s.
3390th US Army Reserves Forces School/Army	Army Reserve Schools Command. NASMER provides facilities & utilities, police, admin, communications, maintenance, galley, medical, housing, supply & purchasing, disaster preparedness, chaplain, clubs.
186th Air Refueling Group/MS ANG	NASMER provides communications, galley, housing, supply & purchasing, other support.
US Army Jackson District Recruiting Command/Army	Military Recruiting Office. NASMER provides command element, medical, & housing.
3548 USAF Recruiting Squadron/RSR/Air Force	Military Recruiting Office. NASMER provides housing & medical.
England AFB, LA/Air Force	NASMER provides transportation services.
150th Quartermaster Battalion, MS ANG/MS Army Natl Guard	NASMER provides housing.
121st US Army Reserve Command/Army	Army Reserve Command. NASMER's ROICC Office provides Small Purchase Contract administration for contracts under $25K. Chaplain, command element, MWR, education services, housing, galley, medical, legal, personnel, purchasing, & transportation.

Note: This paragraph includes NAVY* as well as other military service activities.
G E Sims
CNET
N-83
5/11/94

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
Key Field, Meridian Municipal Airport	Letter of Agreement for use of airfield for routine training.
Lauderdale County & City of Meridian	Search and Rescue (SAR) and Medical Evacuation (MEDIVAC) services are provided to the civilian community as deemed necessary by CTW-1.
Citizens National Bank	Fire protection, police services, & communications.
Mississippi State University, NAS Branch	Command element, common use facilities, fire protection, police services, custodial, education services, facility & equipment maintenance, supply, & utilities.
East MS Community College	Command element, common use facilities, fire protection, police services, custodial, education services, facility & equipment maintenance, supply, & utilities.
Meridian Community College	Command element, common use facilities, fire protection, police services, custodial, education services, facility & equipment maintenance, supply, & utilities.
Meridian Naval Federal Credit Union	Fire protection, police, communications, facilities, facility maintenance, & utilities.
FAA - Southern Region	Fire protection, police, communications, custodial, maintenance, supply services & utilities.
City of Meridian, City of Marion, City of DeKalb, Lauderdale County, Kemper County	Fire protection support.
United Blood Services	Other support.
Red Cross	Common use facilities activities.
AFGE	Command element, common use facilities activities, fire protection, police, admin services, printing & reproduction, & utilities.
MS Forestry Commission	Fire protection services.
MS State Fish & Game Commission	Police services and purchasing/contracting services.

Facilities (cont.)

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

STRATEGIC TANKER ASSETS (KC-135'S) BASED IN LOCAL AREA (KEY FIELD).

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.

Currently the mission of Undergraduate Pilot Training does not involve Battle Group operations nor joint operations. However, NAS Meridian is ideally located to support such operations with adequate runways, arresting gear and ramp space.

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

CNATRA Air Wings deploy to various locations on both the east and west coast for carrier qualifications.

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

NAS Meridian is located 150-180 NM from designated carrier qualification operating areas in the Gulf of Mexico.

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

Yes. Historically when an aircraft carrier operated in the northern Gulf of Mexico, CNATRA TA-4J units operated from NAS Meridian and T-2 units from NAS Pensacola.

Facilities (cont.)

I. Proximity to Other Support Facilities

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

Airfield Name	Major Use / Capability	Location / Distance
Columbus AFB, MS	**AF Pilot Training/Military Emergency Divert Field and OLF**	**Northeast MS/ ~~63~~ NM** 66 NM
Key Field, Meridian, MS	**Combined Civilian and ANG Airfield/Emergency Divert Field and OLF**	**Meridian, MS/ 16 NM**

CNATRAINS

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
Columbus AFB, MS	**Active USAF Base/Support Base**	**63 NM**
USAF OLF Gunshy	**Active USAF OLF/Navy OLF**	**23 NM**
NAS New Orleans, LA	**Naval Reserve Base/Support Base**	**180 NM**
NAS Pensacola, FL	**Active NAS/Support Base**	**156 NM**
Camp Shelby, MS	**Active MS ANG/Support Target Range**	**88 NM**

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
Key Field, Meridian, MS	**Civilian and Air National Guard Base/Emergency OLF**	**16 NM**

Facilities (cont.)

J. Unique features

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

AIR STATION DESIGN: NAS Meridian was specially designed for carrier jet pilot training with the Centroid/airfield area located 3 miles from the Administrative Area and 5 miles from the Housing Area so that these areas so not impact or constrain airfield operations and will not constrain any increase or change in mission. The staggered parallel runway layout was designed to provide optimum training efficiency and safety; and also allows for simultaneous IFR departures and recoveries maximizing airfield capacity.

TARGET RANGES (2): The multi-purpose SEARAY Target Range provides bombing and strafing training for jet pilot syllabus and is located 25 NM north of the main station in a rural with no encroachment problems. NAS Meridian also is the primary user of the Mississippi's Air National Guard Camp Shelby's target range with capabilities to shoot rockets.

OLF JOE WILLIAMS FIELD: The station's outlying field (OLF) located 19 NM northwest has an 8,000 foot runway with a lighted carrier deck layout, control tower, beacon light, emergency power backup, fuel/LOX storage, and aircraft parking ramp.

T-45 CAPABLE: With the T-45 renovation MILCON project completion in FY94, NAS Meridian is one of only two Air Stations with T-45 training capabilities.

AIRSPACE RANKING: NAS Meridian is located 25 miles from the nearest terminal control zone, Meridian Municipal Airport. There is only one airway (V18) that passes over NAS Meridian above 25,000 feet. The Meridian control zone, approaches, and airways have no impact on NAS Meridian. Ninety to ninety-five percent of Navy aircraft are given unrestricted climbs through Meridian RATCF. NAS Meridian's airspace provides maximum flexibility and capacity. NAS Meridian has AICUZ ordinances with both Lauderdale and Kemper Counties.

FOREIGN PILOT TRAINING: NAS Meridian is the only base providing Strike jet training for foreign pilots from France, Italy, Kuwait, Singapore, Spain, Argentina and Thailand.

NO ENCROACHMENT: Due to the base's rural setting and location 15 miles from the City of Meridian, there is no threat of encroachment either by land or air.

NO ENVIRONMENTAL PROBLEMS: There are no existing or potential environmental problems that have or will affect the accomplishment of the station's mission.

CONDITION OF FACILITIES: Since NAS Meridian is one of the newest Naval bases commissioned in 1961, the facilities are in good to excellent condition with most requiring only normal maintenance to preserve their condition. Less than five percent of the Annual Inspection Summary (AIS) is critical backlog deficiencies. Special Projects have recently been approved to renovate and upgrade the bachelor quarters.

HURREVAC SITE: Due to the inland location, NAS Meridian is hurricane evacuation site for weather threatened aircraft and personnel based at coastal locations.

NAVAL TECHNICAL TRAINING CENTER MERIDIAN (NTTC): NTTC is the only location that teaches entry level in-rate training to junior personnel in supply, administrative, and religious program rates with the exception of Mess Specialists. The Yeoman "A" School is the only Flag Writer's School in the Navy training personnel in shorthand, protocol, and correspondence. The AZ "A" School also supports training for foreign countries such as South Korea and Saudi Arabia.

NTTC schools and facilities are in place, fully functional and well equipped to provide efficient and effective training. NTTC recently completed recertification with the Southern Association of Colleges and Universities and fully renovated eight barracks complexes. All required equipment including state of the art computers are installed and operational. Laboratory and mock-up displays to enhance student training and understanding are already in place and extensively utilized. Facilities and equipment are in superb condition.

NTTC was commissioned in 1973, so the facilities are in excellent condition. Training facilities, Building 330 and 362 are well designed, well maintained, and well equipped will all supplies, equipment and furnishings required to provide efficient and effective training. They are physically located very close to berthing, messing, exchange, and recreational facilities. They are large enough to easily accommodate anticipated student loading. They provide comfortable, roomy, clean surroundings that are conducive to the learning environment. They have excellent heating and air conditioning systems which can provide a comfortable environment for up to 1200 students. They contain modern classrooms, equipped with modern equipment and teaching aids.

REGIONAL COUNTERDRUG TRAINING ACADEMY: NAS Meridian houses the only Regional Counterdrug Training Academy which provides civilian law enforcement personnel training in counterdrug procedures. This includes a large mock village with 7 buildings for on hands application in the field.

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

a. Name or type of facility: ~~NAVAL TECHNICAL TRAINING CENTER, MERIDIAN~~

b. Total SF: ~~372,984~~

c. Cat code: ~~NTTC Complex has the following major facilities:~~
~~171-20-2-00361 NTTC Admin Schools Building (66,048 SF)~~
~~171-20-2-00330 NTTC Supply Schools Building (67,200 SF)~~
~~610-10-2-00362 NTTC Administrative Building (20,800 SF)~~
~~723-30-2-00387 NTTC Student Laundry Facility (1,710 SF)~~
~~721-14 & 721-12 NTTC Student Barracks (10 TOTALING = 217,226 SF)~~

SH
CNET
N-44331
11 MAY 94

d. Present use: ~~Provides Navy and Marine Corps entry level in-rate training to junior personnel in supply, administrative, and religious program rates.~~

---

a. Name or type of facility: REGIONAL COUNTERDRUG TRAINING ACADEMY

b. Total SF: ~~MAIN CLASSROOM FACILITY: 11,016 SF~~ SH (HERTEL) CNET N-44331 11 MAY 94
Mock village sq ft not available, but has 7 buildings under construction at this time.

c. Cat code: **171-10**

d. Present use: **Provides enforcement level counterdrug training to civilian law enforcement officer in Alabama, Mississippi, and Louisiana, including a full scale mock village for hands-on training.**

Future Requirements

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?
MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? **NO.**

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

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? **NO.**

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

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

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

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. **NO.**

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

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? **NO.**

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

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

Future Requirements (cont.)

B. Encroachment

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

NO.

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

NOTE: NO ATC DELAYS.

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

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?
NONE.

Fiscal Year	Number of changes
1991	**0**
1992	**0**
1993	**0**

Future Requirements (cont.)
B. Encroachment (cont)

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

BOTH LAUDERDALE AND KEMPER COUNTIES FOR NASMER MAIN AIRFIELD AND OLF JOE WILLIAMS FIELD.

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

See attached AICUZ footprints for both NAS Meridian's McCain Field and OLF Joe Williams Field.

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

There are no zoning ordinances or restrictions that impact NAS Meridian's operations and no history of litigation exist.

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

NO.

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

Due to the rural location of the base, local government has not required a comprehensive land use plan.

7. Air Space Encroachment.

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

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

c. Has the installation implemented noise abatement procedures? **NO.**

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed. **NA**

Future Requirements (cont.)

B. Encroachment (cont)

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

a. Instructions:

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

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

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

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

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway? **0%**
- (b) Within Accident Potential Zone (APZ)I at each end of each active runway? **0%**
- (c) Within APZ II at each end of each active runway? **0%**
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)? **0%**
- (e) Between the 65 Ldn and 75 Ldn noise contours? **0%**
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)? **0%**
- (g) Within the 80 Ldn noise contour and above (if available)? **0%**

Future Requirements (cont.)

B. Encroachment (cont)

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

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

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

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

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

*** If available**

revised 7 L

Future Requirements (cont.)

B. Encroachment (cont)

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

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?
NO IMPACT.

b. How are local land use plans expected to impact the AICUZ footprints?
NO IMPACT.

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

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

BOTH LAUDERDALE AND KEMPER COUNTIES HAVE ZONING ORDINANCES FOR AICUZ. DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

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

Future Requirements (cont.)

B. Encroachment (cont)

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

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?
NO IMPACT.

b. How are local land use plans expected to impact the AICUZ footprints?
NO IMPACT.

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

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

BOTH LAUDERDALE AND KEMPER COUNTIES HAVE ZONING ORDINANCES FOR ACUIZ. DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

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

Future Requirements (cont.)

B. Encroachment (cont)

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

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

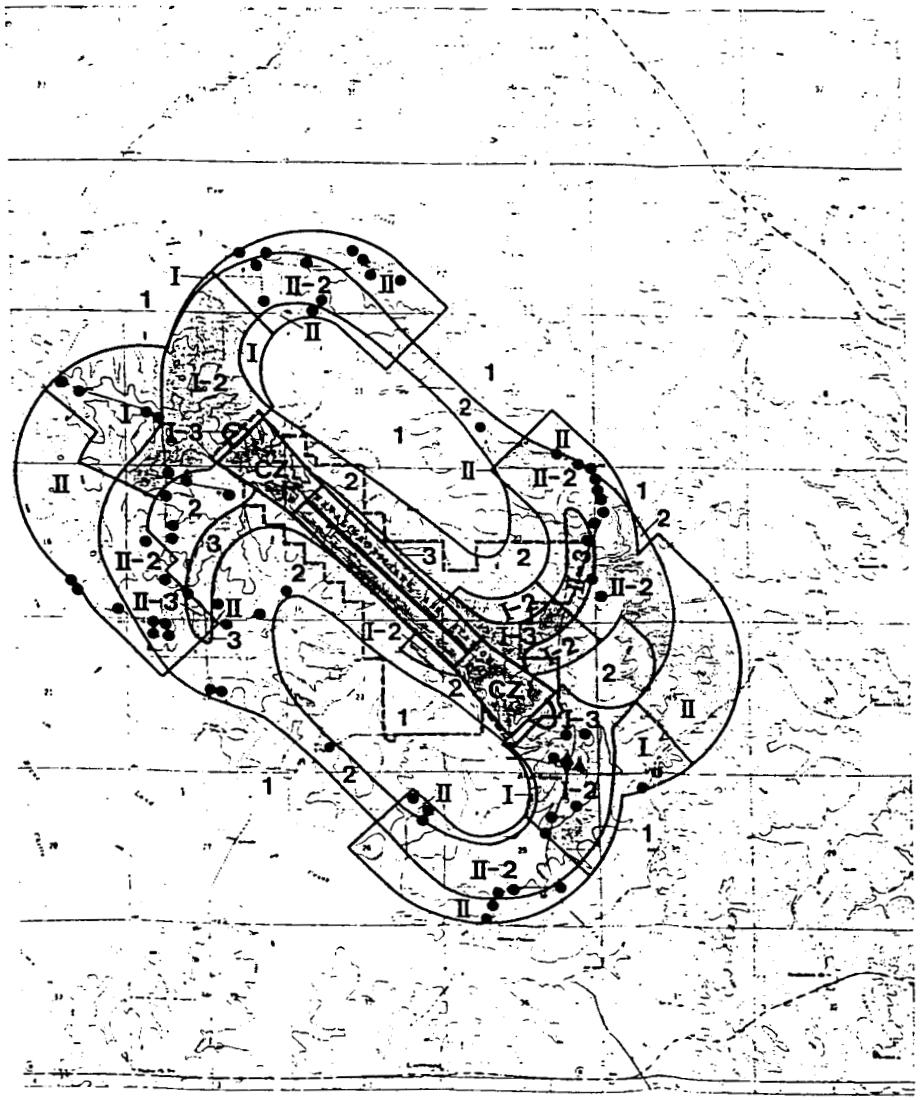
DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

f. Has all clear zone acquisition been completed? **YES.**

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

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

YES. NAS MERIDIAN WAS SPECIFICALLY DESIGNED FOR JET PILOT TRAINING WITH THE AIRFIELD LOCATED COMPLETELY SEPARATED FROM THE ADMINISTRATIVE AND HOUSING AREAS. THE AIRFIELD HAS NO NOISE IMPACT ON THE REST OF THE AIR STATION.



COMPOSITE AICUZ FOOTPRINT AND LAND USE INCOMPATIBILITIES

OLF Bravo

NAS Meridian

OLF JOE WILLIAMS FIELD

LEGEND

- ● Residential
- ▲ Institutional
- ♦ Commercial

ACCIDENT POTENTIAL ZONES

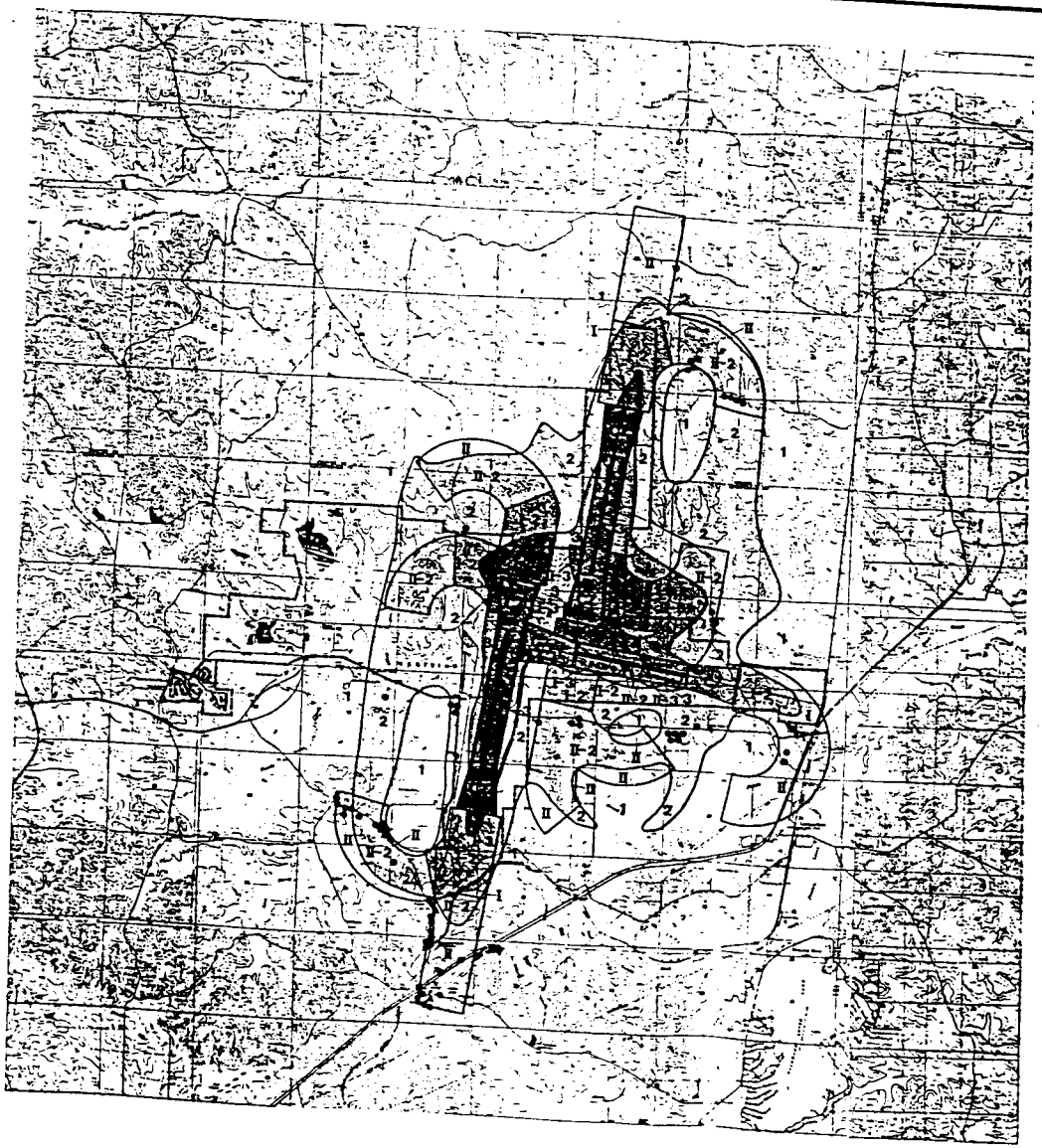
NOISE ZONES	CLEAR ZONE	I	II	–
1				
2				
3				

N

4169 2085 0 4169 8338

GRAPHIC SCALE IN FEET

FIGURE A-14



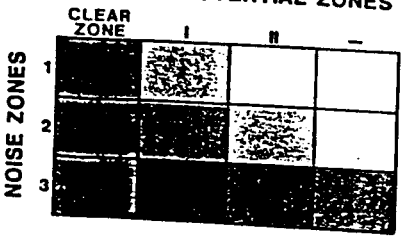
COMPOSITE AICUZ FOOTPRINT AND LAND USE INCOMPATIBILITIES

McCain Field
NAS Meridian

LEGEND

- **Residential**
- **Institutional**

ACCIDENT POTENTIAL ZONES



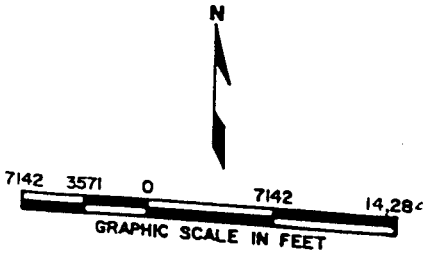


FIGURE A-1

TABLE A-7

LAND USE COMPATIBILITY MATRIX

- CLEARLY INCOMPATIBLE
- NORMALLY INCOMPATIBLE
- NORMALLY COMPATIBLE
- CLEARLY COMPATIBLE

AICUZ ZONES	LAND USE: Residential - Low, Medium, High Density	Residential - Mobile Homes	Residential - Transient Lodgings	Commercial - Retail	Commercial - Wholesale	Commercial - Restaurants, Theaters	Services-Personal, Business, Professional	Institutional-Schools, Churches	Institutional-Cultural Activities	Recreational-Golf Courses, Water	Recreational-Playgrounds, Parks	Recreational-Spectator Sports	Industrial-Manufacturing	Agricultural-Livestock	Agricultural-Crops	Fishing Activities	Transportation/Utilities	Wetlands	Forests/Open Space
CLEAR ZONE	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Compatible	Normally Compatible	Clearly Incompatible	Normally Compatible	Normally Compatible	Normally Compatible
I-3 Accident Potential Zone I High Noise Impact-Zone 3	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Compatible	Normally Incompatible	Normally Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Incompatible	Clearly Incompatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Clearly Compatible	Clearly Compatible
I-2 Accident Potential Zone I Moderate Noise Impact-Zone 2	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Compatible	Normally Incompatible	Normally Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Incompatible	Clearly Incompatible	Normally Compatible	Normally Compatible	Clearly Compatible	Normally Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible
II-3 Accident Potential Zone II High Noise Impact-Zone 3	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Incompatible	Normally Compatible	Normally Incompatible	Normally Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Incompatible	Clearly Incompatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Clearly Compatible	Clearly Compatible
II-2 Accident Potential Zone II Moderate Noise Impact-Zone 2	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Compatible	Clearly Compatible	Normally Incompatible	Normally Compatible	Clearly Incompatible	Normally Incompatible	Normally Compatible	Normally Compatible	Clearly Incompatible	Normally Compatible	Normally Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible
3 High Noise Impact Zone	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Incompatible	Normally Compatible	Normally Incompatible	Normally Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Incompatible	Normally Incompatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Normally Compatible	Clearly Compatible	Clearly Compatible
2 Moderate Noise Impact Zone	Normally Incompatible	Normally Incompatible	Normally Compatible	Normally Compatible	Clearly Compatible	Normally Compatible	Normally Compatible	Normally Incompatible	Normally Incompatible	Normally Compatible	Normally Compatible	Normally Compatible	Clearly Compatible	Normally Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible
I Accident Potential Zone I	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Incompatible	Normally Compatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Clearly Compatible	Clearly Incompatible	Clearly Incompatible	Normally Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible	Normally Compatible	Clearly Compatible	Clearly Compatible
II Accident Potential Zone II	Clearly Incompatible	Clearly Incompatible	Clearly Incompatible	Normally Compatible	Clearly Compatible	Normally Incompatible	Normally Compatible	Clearly Incompatible	Normally Incompatible	Clearly Compatible	Normally Compatible	Clearly Incompatible	Normally Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible	Clearly Compatible

TABLE A-8

LAND USE OBJECTIVES MATRIX

NO NEW DEVELOPMENT

CONDITIONAL NEW DEVELOPMENT

NO RESTRICTION

AICUZ ZONES	LAND USE																		
	Residential - Low, Medium, High Density	Residential - Mobile Homes	Residential - Transient Lodgings	Commercial - Retail	Commercial - Wholesale	Commercial - Restaurants, Theaters	Services - Personal, Business, Professional	Institutional - Schools, Churches	Institutional - Cultural Activities	Recreational - Golf Courses, Water	Recreational - Playgrounds, Parks	Recreational - Spectator Sports	Industrial Manufacturing	Agricultural - Livestock	Agricultural - Crops	Fishing Activities	Transportation/Utilities	Wetlands	Forests/Open Space
CLEAR ZONE	■	■	■	■	■	■	■	■	■	■	■	■	■	▒	▒	■	■		▒
I-3 Accident Potential Zone I High Noise Impact-Zone 3	■	■	■	■	▒	■	■	■	■	▒	▒	■	▒	▒					
I-2 Accident Potential Zone I Moderate Noise Impact-Zone 2	■	■	■	■	▒	■	■	■	■		▒	■	▒						
II-3 Accident Potential Zone II High Noise Impact-Zone 3	■	■	■	▒	▒	■	▒	■	■	▒	▒	▒	▒	▒					
II-2 Accident Potential Zone II Moderate Noise Impact-Zone 2	■	■	■			▒		■	■			▒	▒						
3 High Noise Impact Zone	■	■	■	▒	▒	■	▒	■	■	▒	▒	▒		▒					
2 Moderate Noise Impact Zone	▒	■	▒			▒		▒	▒										
I Accident Potential Zone I	■	■	■	■	▒	■	■	■	■		■	■	▒						
II Accident Potential Zone II	■	■	■	▒		■	▒	■	■		▒	■	▒						

Future Requirements (cont.)

C. Ability for Expansion

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

YES.

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

Due to the rural location with no encroachment, unlimited acreage is available surrounding the base.

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

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KW)	12,500 *	12,500	5,950	7,908
Water (GPD)	1,500,000	None	600,000	1,200,000
Sewage (GPD)	1,400,000	None	425,000	1,200,000
Natural Gas (CFH)	41,667 **	33,000*** 100,000	20,000	33,000
High Temp Water/Steam Gen	NA			
Short Term Parking	0			
Long Term Parking	0			

*** UTILITY COMPANY TRANSFORMER SIZE CAPABILITY.**
**** OFF BASE CAPACITY (33,000 CFH) PLUS ON BASE PROPANE PLANT GENERATING CAPACITY (8,667 CFH).**
***** 33,000 CFH ON SPOT GAS RATES AND 100,000 CFH ON FIRM CONTRACT RATES.**

4. Are there any characteristics regarding your utility systems that should be considered?

Future Requirements (cont.)

C. Ability for Expansion

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

YES.

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

Due to the rural location with no encroachment, unlimited acreage is available surrounding the base.

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

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	12,500	~~None~~ 8,500 KW	5,950	7,908
Water (GPD)	1,500,000	None	600,000	1,200,000
Sewage (GPD)	1,400,000	None	425,000	1,200,000
Natural Gas (CFH)	41,667	None	20,000	33,000
High Temp Water/Steam Gen	NA			
Short Term Parking	NA			
Long Term Parking	NA			

DATA PER NAS MERIDIAN RPD - DAVIS CNET N442 11 MAY 94

4. Are there any characteristics regarding your utility systems that should be considered?

NO.

Future Requirements (cont.)

C. Ability for Expansion (cont.)

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

Site Location: NAS MERIDIAN
TOTAL ACRES GOVT OWNED: 8060.65
TOTAL ACRES LEASED: 4.11

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	1781	1741	40	0
Training	61	61	0	0
Maintenance	41	41	0	0
Research & Development	0	0	0	0
Supply and Storage	18	18	0	0
Admin	11	11	0	0
Housing	226	131	15	80
Recreational	310	310	0	0
Navy Forestry Program	5613	0	568	5045
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	Used as part of Forestry Programs	0	0	0
Other	0	0	0	0
TOTAL	8061	2313	623	5125

Site Location: OLF JOE WILLIAMS FIELD (BRAVO)

TOTAL ACRES GOVT OWNED: 1255.42
TOTAL ACRES UNDER EASEMENTS: 218.0

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational				
Training	**555.42**	**555.42**	**0**	**0**
Maintenance				
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program	**700**	**0**	**700**	**0**
Navy Agricultural Outlease Program				
Hunting/fishing Programs				
Other				
TOTAL	**1255.42**	**555.42**	**700**	**0**

NOTE: This property is used strictly as an Outlying Field (OLF) and no future development is permitted except for Air Training facilities related to OLF operations.

Site Location: MULTI-PURPOSE SEARAY TARGET RANGE

TOTAL ACRES GOVT OWNED: 653.67
TOTAL ACRES UNDER EASEMENTS: 2235.23

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational				
Training	**653.67**	**0**	**653.67**	**0**
Maintenance				
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/fishing Programs				
Other				
TOTAL	**653.67**	**0**	**653.67**	**0**

NOTE: This property is used strictly as a Target Range and no future development is permitted except for Air Training facilities related to the operation.

6. 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.

RUNWAY DESIGN: Designed specially for jet training, with staggered parallel runways to accommodate simultaneous IFR departure and recovery.

TARGET RANGE/R4404 A,B,C: Controlling authority for SEARAY Target Range with 29 NM and newly installed electronic scoring equipment to meet current fleet and U.S. Air Force needs.

TARGET RANGE/R4401, A,B,C: Primary user of Mississippi Air National Guard Camp Shelby's Target Range.

OLF JOE WILLIAMS FIELD: Controlling authority for modern outlying field with embedded carrier deck lighting.

LOW AIRSPACE TRAFFIC DENSITY: Rural location of base and airspace allows for excellent pilot training conditions eliminating mid-air collision potential and creating hazard free airspace for training.

T-45 CAPABLE: With the T-45 renovation MILCON project completion in FY94, NAS Meridian is one of only two Air Stations with T-45 training capabilities.

EXCELLENT RUNWAY CONDITION: Airfield surveys of the concrete was good to excellent; however, all runways are being grooved to improve runway friction coefficient.

LOW CORROSIVE ATMOSPHERE: Inland location allows for less aircraft corrosion control maintenance and less downtime.

NO ENCROACHMENT: Air Station located in rural setting with no airspace or property encroachment problems.

TRAINING AIR STATION DESIGN: Specially designed for jet training with Administrative and Housing facilities located 3 to 5 miles outside accepted AICUZ.

GEOGRAPHIC SIZE AND LOCATION: Greater than 8,000 acres located and surrounded by rural woodlands; ample room for future expansion and development.

USN/USAF JOINT-USE TRAINING: Close proximity of Navy and Air Force (Columbus AFB) jet pilot training bases allows for maximum utilization of facilities. Currently the Navy and Air Force have agreements for joint use of the Navy's SEARAY Target Range and the Air Force's OLF Gunshy (ALPHA).

NAVAL TECHNICAL TRAINING CENTER FACILITIES: NTTC is the only location that teaches Navy and Marine Corps entry level in-rate training to junior personnel in supply, administrative, and religious program rates with the exception of Mess Specialists.

COUNTERDRUG TRAINING FACILITIES: Newly established counterdrug training facilities, including a mock village for counterdrug tactics application, allows for one of a kind law enforcement training for civilian law officers and security forces.

Manpower Implications

A. Quality of Life

1. Military Housing

a. Family Housing:

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

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

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	**13**	**13**	**0**	**0**
Officer	3	**69**	**69**	**0**	**0**
Officer	1 or 2	**50**	**50**	**0**	**0**
Enlisted	4+	**102**	**102**	**0**	**0**
Enlisted	3	**174**	**174**	**0**	**0**
Enlisted	1 or 2	**112**	**112**	**0**	**0**
Mobile Homes	**0**	**0**	**0**	**0**	**0**
Mobile Home lots	**0**	**0**	**0**	**0**	**0**

(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:

No inadequate facilities.

(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	NA	NA
	2	NA	NA
	3	0	0
	4+	0	0
O-4/5	1	NA	NA
	2	NA	NA
	3	0	6-9 months
	4+	0	12-18 months
O-1/2/3/CWO	1	NA	NA
	2	5	1-4 months
	3	0	1-3 months
	4+	1	9-12 months
E7-E9	1	NA	NA
	2	NA	NA
	3	0	0-2 months
	4+	0	0-1 month
E1-E6	1	NA	NA
	2	6*	0-2 months
	3	1	0-2 months
	4+	0	0-1 month

*** 4 are deferred due to lease agreements and 2 have not reported to area.**
NOTE: E1-E9s are all assigned to same type housing units from the same waiting list.

[4]As of 31 March 1994.

Manpower Implications (cont.)

A. Quality of Life (cont.)

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)? **100%**

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

Type of Quarters	Utilization Rate
Adequate/Permanent	**96.03**
Substandard/Semi-Permanent	**NA**
Inadequate/Temporary	**NA**

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

Due to contracting of aircraft maintenance services for AIMD and VT squadrons, enlisted personnel loading has decreased. As a result NAS has redesignated 44 units for student pilot officers, permitted families to retain housing if the service member was going to sea duty, and permit E1-E3 to compete equally for housing with all enlisted.

(b) BEQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	**51**
Substandard/Semi-Permanent	**16**
Inadequate/Temporary	**0**

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

No change.

Manpower Implications (cont.)

A. Quality of Life (cont.)

(c) BOQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	**58**
Substandard/Semi-Permanent	**0**
Inadequate/Temporary	**0**

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

NO CHANGE.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? **NO.**
State type unit, total number of units, size, capacity and availability date.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
NA				

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

NO MILCONs PLANNED.

Manpower Implications (cont.)

A. Quality of Life (cont.)

2. For on-installation MWR facilities[5] available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS MERIDIAN **DISTANCE:** On main station

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	10	Y
	Outdoor Bays	2	Y
Arts/Crafts	SF	0	N/A
Wood Hobby	SF	2620	N
Bowling	Lanes	12	Y
ALL HANDS CLUB/ Enlisted & Officers	SF	12600	N
Library	SF	3971	Y
Library	Books	14829	Y
Theater	Seats	0	NA
ITT	SF	200	Y
Museum/Memorial	SF	0	NA
Pool (indoor)	Lanes	7	N
Pool (outdoor)	Lanes	7	N
Beach	LF	NA	NA
Swimming Ponds	Each	0	NA
Tennis CT	Each	6	N

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

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

revised p

Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	1	N
Basketball CT (outdoor)	Each	4	N
Racquetball CT	Each	2	N
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	15	Y
Gymnasium	SF	21000	N
Fitness Center	SF	5032	N
Marina	Berths	0	NA
Stables	Stalls	32	Y
Softball Fld	Each	3	N
Football Fld	Each	1	N
Soccer Fld	Each	1	N
Youth Center	SF	3522	N
Teen Center	SF	2400	N
Okatibbee Lake Rec Area	Each	1	NA
Rod & Gun Club	SF	1344	N
Playgrounds	Each	3	NA
Picnic Pavillions & Grounds	Each	7	NA
Gear Rental/Issue	Each	1	N
Storage Compound	Each	1	NA
Pistol Range	Each	1	NA
Nature Trail	Each	1	NA
Dog Kennels	Each	2	NA
Golf Clubhouse	SF	6266	Y
Fishing piers	Each	2	NA
Lakes	Each	15	NA
Jogging Track	Miles	2.5	NA

ADDED REST OF PAGE

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

Manpower Implications (cont.)

A. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	1	N
Basketball CT (outdoor)	Each	4	N
Racquetball CT	Each	2	N
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	15	Y
Gymnasium	SF	21000	N
Fitness Center	SF	5023 A ROOM IN THE GYM	N
Marina	Berths	0	NA
Stables	Stalls	32	Y
Softball Fld	Each	3	N
Football Fld	Each	1	N
Soccer Fld	Each	1	N
Youth Center	SF	3522	N
Teen Center	SF	2400	N
Okatibbee Lake Rec Area	**Each**	**1**	**NA**
Rod & Gun Club	**SF**	1344	N

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

Manpower Implications (cont.)

A. Quality of Life (cont.)

4. Installation Family Support Facilities and Programs

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

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
		3128 SF	**0**	**0**	**NA**	NA
0-6 Mos	NA				NA	NA
6-12 Mos	NA				NA	NA
12-24 Mos	9				1	0 DAYS
24-36 Mos	7				2	1 MO
3-5 Yrs	21	**2800 SF**	0	0	3	0 DAYS

NOTE: CHILD CARE HAS 2 SEPARATE BUILDINGS. NO SPECIFIED AREA FOR ONLY 12-24 MOS OR 24-36 MOS. DO NOT PROVIDE FOR YOUNGER THAN 12 MONTHS OLD.

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:
No inadequate facilities.

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.
Family Home Care.

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

Manpower Implications (cont.)

A. Quality of Life (cont.)

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

Service	Unit of Measure	Qty
Exchange	SF	15351
Gas Station	SF	2576
Auto Repair	SF	Part of Gas Station
Auto Parts Store	SF	Part of Gas Station
Commissary	SF	14600
Mini-Mart	SF	6544
Package Store	SF	2046
Fast Food Restaurants	Each	6
Bank/Credit Union	Each	1 / 1
Family Service Center	SF	6720
Laundromat	SF	3034
Dry Cleaners	Each	1
ARC	PN	NO ARC ON STATION
Chapel	PN	250
FSC Classrm/Auditorium	PN	2
Base Auditorium	**SF**	**6102**
Recreation Center	**SF**	**14082**

NEX AUTO SERVICE CENTER AND "COUNTRY STORE" COMPLEX INCLUDES THE GAS PUMPS, AUTO PARTS STORE, WITH REPAIR AREA; RETAIL STORE SPACE; VIDEO RENTAL SHOP. THIS IS A VERY FUNCTIONAL MULTI-PURPOSE AREA.

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

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

City	Distance (Miles)
Jackson, MS	**100**
Birmingham, AL	**140**
New Orleans, LA	**200**

Manpower Implications (cont.)

A. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	None	None
E2	None	None
E3	None	None
E4	None	None
E5	None	None
E6	None	None
E7	None	None
E8	None	None
E9	None	None
W1	None	None
W2	None	None
W3	None	None
W4	None	None
O1E	None	None
O2E	None	None
O3E	None	None
O1	None	None
O2	None	None
O3	None	None
O4	None	None
O5	None	None
O6	None	None
O7	None	None

Revision pg 58

Command: **NAS Meridian**

Data Call Number Twenty Revisions
(Page 58)

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

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. GREENE JR
NAME

Signature

ACTING
Title

6/8/94
Date

Revs copy 58

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

16 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

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

NAS MERIDIAN MS/UIC: 63043

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 info mation 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

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Revision pg 5

Command: **NAS MERIDIAN**

Data Call Number Twenty Revisions
(Pages 5, 15, 16 & 17)

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

CNET
Title

6 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)

J. B. GREENE JR
NAME

Signature

ACTING
Title

6/8/94
Date

Encl (3)

Revision pg 5

BRAC-95 DATA CALL 20
NAS MERIDIAN UIC 63043

CNATRA REVISIONS OF 5/27/94, PAGE 5

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

Revision pg 15, 16, 17

REVISIONS OF 5/27/94, Pages 15, 16 & 17

BRAC-95 DATA CALL 20
NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

27 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

2 June 94
Date

Naval Air Training Command
Activity

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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

[redacted]

[illegible] page
15, 16, 17

NAS MERIDIAN MS/UIC: 63043

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

A. INGRAM, CDR, USN	[signature]
Name	Signature
ACTING	
COMMANDING OFFICER	27 MAY 1994
Title	Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: **NAS Meridian**

Data Call Number Twenty (Revision)

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND	
NAME	Signature
Acting	18 MAY 94
Title	Date
CNET	
Activity	

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

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

J. B. GREENE Jr	
NAME	Signature
ACTING	6/8/94
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)

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

W B Hayden
Signature

Chief of Naval Air Training
Title

12 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 Meridian**

Data Call Number Twenty

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

13 May 94
Date

CNET
Activity

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

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

J.B. GREENE JR
NAME

Signature

ACTING
Title

6/8/94
Date

BRAC-95 DATA CALL 20

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

5 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

9 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

BRAC-95 DATA CALL 20

NAS MERIDIAN MS/UIC: 63043

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. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

5 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: **NAS Meridian**

Data Call Number Twenty Revisions
(Pages 36, 38, 56, and 69)

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

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

Signature

Title

9/8/94
Date

STATION REVISIONS OF 8/12/94, PGS 36,38,56 & 58

BRAC 95 DATA CALL 20
NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

23 AUG 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 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 MERIDIAN MS/UIC: 63043

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. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

22 Apr 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: **NAS Meridian**

Data Call Number Twenty Revisions
(Pages 12 and 38)

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 20
NAS MERIDIAN UIC 63043
REV 9/7/94 PGS 12&38

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

8 SEP 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

19 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 MERIDIAN MS/UIC: 63043

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

R. L. LEITZEL, CAPT, USN	R. L. Leitzel
Name	Signature
COMMANDING OFFICER	7 SEP 94
Title	Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: **NAS Meridian**

Data Call Number Twenty Revision
(Page 31)

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

Acting
Title

10/3/94
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

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

20 SEP 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

26 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 MERIDIAN MS/UIC: 63043

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. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

19 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

CLOSE HOLD

NAS MERIDIAN MS
UIC: 63043

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

DATA CALL 19

4 May, 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

CLOSE HOLD

Data For Capacity Analysis

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

A. Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: NAS MERIDIAN MS

Type of Pilot Training by Syllabus * (EXAMPLES)		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	200.
Strike	USN	83/7/72	125/7/108	154/7/133	204/7/177	213/7/185	185/7/160	137/7/119	118/7/102
Inter mediate	USMC	53/7/46	86/7/74	87/7/75	104/7/90	109/7/95	100/7/86	74/7/64	56/7/48
VT-19 T-2	FMS	30/7/26	30/7/26	30/7/26	30/7/26	30/7/26	30/7/26	30/7/26	30/7/26
	TOTAL	151/7/144	241/7/208	271/7/234	338/7/293	352/7/306	315/7/272	241/7/209	204/7/176
Strike	USN	77/5/65	90/5/76	53/5/45	46/5/39	43/5/36	43/5/36	45/5/38	61/5/51
Advanced	USMC	52/5/44	62/5/52	41/5/34	20/5/16	13/5/11	13/5/11	23/5/19	30/5/25
VT-7	FMS	30/5/25	30/5/25	30/5/25	30/5/25	30/5/25	30/5/25	30/5/25	30/5/25
TA-4J	TOTAL	159/5/134	182/5/153	124/5/104	96/5/80	86/5/72	86/5/72	98/5/82	121/5/101

NOTE: **Intermediate Strike Attrition Planning Factor = 7%.**
Advanced Strike Attrition Planning Factor = 5%.
Average Duration for Intermediate Strike = 206 days.
Average Duration for Advanced Strike = 201 days.
237 work days/year.

Mission requirements (cont.)

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

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

Airfield: NO NFO TRAINING AT NAS MERIDIAN

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

Mission requirements (cont.)

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

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

Type of Pilot Training by Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
STRIKE: INTERMEDIATE	USN	~~7.4~~ 12%	7.7	~~5.5~~ 4.8
	USMC	~~6.3~~ 22.9%	~~0.0~~ 11%	~~4.7~~ 6.8
	FMS	0.0	0.0	7.7
STRIKE: ADVANCED	USN	~~8.0~~ 10.5	~~4.2~~ 7.6	~~4.8~~ 3.7
	USMC	~~22.9~~ 6.2	~~10.5~~ 0	~~7.1~~ 4.7
	FMS	0.0	0.0	0.0

a
CNATRA N3

NOTE: CNO PLANNING FACTORS:
INTERMEDIATE: 7%
ADVANCED: 5%

Mission Requirements (cont.)

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

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

NO NFO TRAINING AT NAS MERIDIAN

Type of Navigator Training By Syllabus (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	NA		

5. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

Syllabus of Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
STRIKE	INTERMEDIATE	~~102~~ 105	124	146
STRIKE	ADVANCED	~~117~~ 121	107	117

CNATRA N3

Mission Requirements (cont.)

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

6. List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
TPS NOTE 1	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**NOTE 3**
FLEET REFRESHER PILOT NOTE 1	**8**	**8**	**8**	**8**	**8**	**8**	**11**	**11**	**11**	**NOTE 3**
IUT NOTE 2	**42**	**42**	**65**	**56**	**55**	**38**	**56**	**83**	**50**	**NOTE 3**

NOTES:

1. TPS/FLEET REFRESHER TOTALS PROVIDED BY CNATRA N5.

2. IUT NUMBERS ARE PROJECTIONS OF TA-4/T-2/T-45 INSTRUCTORS NEEDED TO MEET PROJECTED PTR.

3. FOR ADSL SEE MISSION REQUIREMENTS A.1.

Use the following formula to calculate ADSL:

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

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

NTTC MERIDIAN INCLUDES ALL THE COURSES LISTED BELOW WITH THE TOTAL AT THE BOTTOM.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
NTTC MER:										
YN "A"	909	1068	1046	1094	1104	1104	1104	1104	1104	124
YN "A" SUB	47	90	90	90	81	81	81	81	81	6
YN "C"	20	22	22	22	22	22	22	22	22	5
PN "A"	437	475	643	640	647	647	647	647	647	59
AZ "A"	387	54 6	553	~~553~~ 528*	~~595~~ 507*	~~595~~ 598*	~~595~~ 529*	~~595~~ 527*	595	56
RP "A"	102	200	135	145	150	150	150	150	150	13
RP "F"	22	98	98	98	98	98	98	98	98	3
SK "A"	597	609	554	709	704	704	704	704	704	96
SK "A" SUB	44	100	100	90	81	81	81	81	81	7
SH "A"	510	351	508	500	490	490	490	490	490	41
AK "A"	344	540	349	~~347~~ 362*	~~346~~ 390*	~~346~~ 418*	~~346~~ 450*	~~346~~ 484*	346	58
DK "A"	185	225	225	222	218	218	218	218	218	27
MARMAK-C1	298	353	308	192	193	193	193	193	193	62
MARAOCS	179	163	152	131	132	132	132	132	132	30
MARALCO	19	35	41	31	31	31	31	31	31	3
MARMAK C7	12	77	77	79	79	79	79	79	79	2
TOTAL:	4112	4460	4901	4943	4971	4971	4971	4971	4971	592

*CNET N352

NOTE: PROJECTIONS FOR 1999, 2000, 2001 NOT AVAILABLE. USED PROJECTIONS FOR 1998 IN OUTYEARS.

Use the following formula to calculate ADSL:

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

Mission Requirements (cont.)

B. Flight Training

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

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

Syllabus of Training: INTERMEDIATE STRIKE **Type Aircraft: T-2**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA/ATCAA NOTE 1	51	.9 HR	15	WA	20 X 20	45.9 NOTE 7
PAT NOTE 2	69	.76 HR	NA	NA	NOTE 6	NA
AW NOTE 3	10	1.6 HR	NA	ATCAA	NA	16
~~ATCAA NOTE 4~~	~~12~~	~~1.4 HR~~	~~NA~~	~~NA~~	~~NA~~	~~16.8~~
OWA NOTE 5	1	NOTE 5 1.8 HR	NA	WA	NA	
OWAW						
WA						
AA						
RA						
RR						
MTR						

2 CNATRA N3 REVISION 5/12/94

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

NOTES:

1. Includes 3 flights BI, 16 flights FAM, 3 flights RI, 2 flights OCF, 15 flights FORM, 4 flights Night FAM, 8 flights Gunnery. TOTAL 51 sorties/time in airspace averaged from time in each stage.
2. Includes previously listed sorties plus 11 CQ and 7 airway navigation. TOTAL 69 sorties. .76 hr represents average field carrier landing practice period.
3. Includes 3 flights RI, 7 flights AN, 10 TOTAL.
4. ~~Includes 3 flights RI, 2 flights OCF, 7 flights AN. 1.4 hr represents average flight time above FL180.~~
5. Represents 1 carrier qualification flight. Flight time varies on CQ evolution.
6. Class "D" airspace.
7. Hours do not include overhead as per formula. Total hours per graduate, including overhead, is 126 hrs.

2 CNATRA N3 REVISION 5/12/94

Syllabus of Training: ADVANCED STRIKE **Type Aircraft:** TA-4J

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA/ATCAA NOTE 1	44	1.15	15	WA	400	50.6 NOTE 7
PAT NOTE 2	86	0.74	NA	NA	NOTE 6	10.3
AW NOTE 3	14	1.5	NA	ATCAA	NA	21
ATCAA NOTE 4	29	1.15	NA	NA	NA	33.3
OWA NOTE 5	1	NA	NA	NA	NA	
OWAW						
WA						
AA						
RA						
RR	11	.8	10	NA	50	8.8
MTR	7	.7	NA	NA	NA	4.9

2/ CNATRA N3 REVISION 5/12/94

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

NOTE:
1. Includes 2 flights BI, 9 flights FAM, 4 flights RI, 1 flight OCF, 5 flights FORM, 6 flights Night FAM/FORM, 13 flights ACM, 4 flights TACF. TOTAL 44. 1.15 hr average of all stages.
2. Includes all stages. Total 86 sorties. .74 hr represents average field carrier landing practice period.
3. Includes 4 flights RI, 10 flights AN, 14 TOTAL.
4. Includes 4 flights RI, 1 flight OCF, 10 flights AN, 9 flights FAM, 29 TOTAL.
5. Represents 1 CQ flight, flight time varies on CQ evolution.
6. Class "D" airspace.
7. Hours do not include overhead as per formula. Total hours per graduate, including overhead, is 183.5 hrs.

Mission Requirements (cont.)

B. Flight Training (cont.)

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead		Total	
			Day	Night	Day	Night	Day	Night
Strike	**Intermediate**	**T-2**	~~65~~ 63	**4**	**14.1**	**2.3**	~~79.1~~ 77.1	**6.3**
		T-45						
	Advanced	**TA-4J**	**80**	**6**	**21**	**3.9**	**101**	**9.9**
		T-45						

2 CNATRA N3 REVISION 5/12/94

NOTE: DAY/NIGHT DATA IS NOT COLLECTED FOR OVERHEAD FLIGHTS. ABOVE ESTIMATE BASED ON 100% DAY FLIGHTS FOR PMCF FLIGHTS AND 80% DAY/20% NIGHT FOR ALL OTHER OVERHEAD FLIGHTS.

2 CNATRA N3

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

CROSSWIND LIMITS:

INTERMEDIATE STRIKE - T-2:

SOLO: 90/10 KNOTS
DUAL: 90/30 KNOTS

ADVANCED STRIKE - TA-4J:

SOLO: 90/15 KNOTS WITH SPOILERS
DUAL: 90/25 KNOTS WITH SPOILERS

WEATHER MINIMUM BY PHASE/STAGE:

INTERMEDIATE STRIKE - T-2

STAGE	FLIGHT	WEATHER REQUIREMENTS
FAM	1-6	Local weather minima for touch-and-go landings. Maximum of 3 flights may be flown VFR on top.
*FAM	7-15	Local weather minima for touch-and-go landings and adequate reference for aerobatic maneuvers.
FAM	16	Local weather minima for touch-and-go landings.
OCF	1-2	Visual ground reference in spin area. WMC throughout flight.
BI/RI/AN	ALL	Appropriate TACAN/ADF/GCA minima with suitable alternate (OPNAVINST 3710.7).
*FORM	ALL	OPNAV minimums or local weather minima for touch-and-go landings prescribed by WING Commander. A maximum of 2 events may utilize TACAN circling minima with suitable althernate and VFR on top. At least 2 shall utilize local minima for landings, running rendezvous, and VFR recoveries.
*NF	1-4	No ceiling below flight altiude and no less than 5 miles visibility on the route. Local minima for touch-and-go landings.
GUN	1-6X	TACAN circling minima with suitable alternate and usable weather in the gunnery range.
*GUN	7-8	VMC throughout.
*CQ	ALL	As directed by TRAWING Commanders and carrier OPLAN.

*Student solos shall maintain VMC at all times.

ADVANCED STRIKE - TA-4J

STAGE	FLIGHT	DUAL	SOLO	REMARKS
FAM	ALL	VFR	1500/3	Climbout and descent in VMC when solo
BI	ALL	OPNAV minima	----	
RI	ALL	OPNAV minima	----	
AN	ALL	OPNAV minima	1500/3	
FORM	ALL	OPNAV minima	1000/3	VFR required for PA/STAs and landings on FORM 1 and 2
*TACF	ALL	OPNAV minima	1000/3	OPNAV 3710.7 WX mins for high work
NF	ALL	OPNAV minima	1500/3	
*ON	1-5, 6-7	OPNAV minima OPNAV minima	----- 1000/3	3000/5 en route 8000/5 en route
*WEP	ALL	OPNAV minima	1000/3	8500/5 30° pattern 6500/5 20° pattern 3000/5 10° pattern
*OCF	1	VFR	----	Ground reference to 24,000 ft in the spin area
*ACM	1-13	OPNAV minima	1000/3	Engagement WX directed by CNATRA ROE
*CQ	1-13	Local VFR	Local VFR	As applicable
	14X	-------	1000/3	WX as outlined in CARQUAL OPLAN

*Student solo flights may be launched with weather between 500'/2 and 1000'/3 with the expressed consent of the squadron Commanding Officer. This responsibility or authority cannot be delegated.

Mission Requirements (cont.)

C. Flight Training Ground School

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

(a) PILOT

CCN: 171-10 - Academic Instruction Building

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	**Intermediate**	**Classroom Training in Academic Training Building, 2-00266**	**44.0**
	Advanced	**Classroom Training in Academic Training Building, 2-00266**	**33.0**

CCN: 171-20 - Applied Instruction Building

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	**Intermediate**	**Applied Training in Academic Training Building, 2-00266**	**19.0**
	Advanced	**Applied Training in Academic Training Building, 2-00266**	**19.0**

Revised

CCN: 171-35 - Operational Trainer Facility

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	**Intermediate**	**Operational Simulator Training in OFT Building, 2-00150** **2F101 T-2C Simulators: 4 installed in building + 4 trailer types.** **TOTAL: 8** **SEE NOTE 1.**	**44.5**
	Advanced	**Operational Simulator Training in OFT Building, 2-00150** **2F90A TA-4J Simulators: 6 installed**	**67.5**

R

NOTE: T-45 SIMULATORS TO BE INSTALLED MAR 95: 6 OFTs + 4 IFTs. THE T-45 SIMULATORS WILL BE PHASED IN TO REPLACE TA-4Js THEN T2-Cs.

CCN: 179-10 - Multi-Purpose SEARAY Bombing Range

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	**Intermediate**	**NA**	**NA**
	Advanced	**Multi-Purpose SEARAY Target Range, 2-00146**	**Requirement does not apply in this CCN**

CCN: 171-35 - Operational Trainer Facility

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	**Intermediate**	**Operational Simulator Training in OFT Building, 2-00150** **2F101 T-2C Simulators: 4 installed in building + 2 trailer types. 2 additional trailer types to be recieved MAY 94 + 2 trailers to be received JUN 94. TOTAL: 10 SEE NOTE 1.**	**44.5**
	Advanced	**Operational Simulator Training in OFT Building, 2-00150** **2F90A TA-4J Simulators: 6 installed**	**67.5**

NOTE: T-45 SIMULATORS TO BE INSTALLED MAR 95: 6 OFTs + 4 IFTs. THE T-45 SIMULATORS WILL BE PHASED IN TO REPLACE TA-4Js THEN T2-Cs.

CCN: 179-10 - Multi-Purpose SEARAY Bombing Range

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	**Intermediate**	**NA**	**NA**
	Advanced	**Multi-Purpose SEARAY Target Range, 2-00146**	**Requirement does not apply in this CCN**

CCN: 179-35 - Target Range Observation Towers

Type of Pilot Training	Level of Pilot Training	Facility Type(s)	Requirement (Hrs/Student)
Strike	**Intermediate**	**NA**	**NA**
	Advanced	**Two (2) Observation Towers at the Multi-Purpose SEARAY Target Range, 2-00139 and 2-00144**	**Requirement does not apply in this CCN**

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

NO CONSTRAINTS OR LIMITATIONS.

Mission Requirements (cont.)

D. Other Ground Training

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

CCN: NA

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
NA						

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

CCN: 171-10 - Academic Instruction Building

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Regional Counterdrug Training Academy Bldg #219	**National Guard**	**Counterdrug law enforcement**	**43**	**22,432**	**52**	**162,174**

CCN: 171-20 - Applied Instruction Building

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
NTTC Supply Schools Building #330	**Naval Technical Training Center**	**A1, C1, F1, M1, M3**	**2,188**	**647,328**	**2,191**	**634,352**
NTTC Admin Schools Building #361	**Naval Technical Training Center**	**A1, C1, F1, M1, M3**	**1,936**	**532,944**	**2,616**	**712,691**

Mission Requirements (cont.)

E. Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft **not used** for training. Project requirements if necessary.

Base: NAS MERIDIAN

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T-2	**85**	**85**	**84**	**83**	**81**	**76**	**42**	**36**
TA-4J	**70**	**76**	**68**	**49**	**30**	**0**	**0**	**0**
T-45	**0**	**0**	**0**	**12**	**24**	**36**	**48**	**66**

AIRCRAFT NOT USED FOR TRAINING

C-12	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
UH-1	**3**	**3**	**3**	**3**	**3**	**3**	**3**	**3**

Mission Requirements (cont.)

E. Training Airframes (cont.)

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

AIRCRAFT TYPE: T-2

FACTOR		VALUE
Utilization Rate (UTE Rate--sorties or hours per month)		572 hours/month
Average Sortie Duration (ASD) (hrs)		1.33
Planned Turn Time (hrs) (Time from landing to takeoff)		1.46
Min Runway Length (ft)		5000 FT
Preferred Runway Length (ft)		8000 FT
Min Runway Length for Touch and Go (T/G) (ft)		5000 FT
Runway Width (ft)		150-200 FT
Required Taxiway Width (ft)		75 FT
Weight Bearing Requirement (kips)		13.7
Apron Space Required (ft²/Aircraft)	SEE NOTE 1	~~2318~~ 8865
Hangar Space Required (ft²/Aircraft)	SEE NOTE 2	2110 SF
Navigation Equipment On-Board (GPS?--when?)	SEE NOTE 3	TACAN/ADF

2 CNATRA N3 5-12-94

CNATRA N6 REVISION 5/12/94

NOTE 1: ~~AIRCRAFT DIMENSIONS PER NATOPS: LENGTH = 38'3", WING SPAN = 38'1".~~
~~MINIMUM SEPARATION OF 10' BETWEEN AIRCRAFT IN ANY DIRECTION.~~
~~38'3" (AC LENGTH) + 10' (AC SEPARATION) = 48'3".~~ NAVFAC P-80, TABLE 113-20B
~~38'1" (AC WIDTH) + 10' (AC SEPARATION) = 48'1".~~ (45° PARKING)
~~48'3" X 48'1" = 2318 SQ FT PER AIRCRAFT.~~

NOTE 2: PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT.

NOTE 3: AIRCRAFT NOT SCHEDULED TO RECEIVE GPS.

AIRCRAFT TYPE: TA-4J

FACTOR		VALUE
Utilization Rate (UTE Rate--sorties or hours per month)		480 hours per month
Average Sortie Duration (ASD) (hrs)		1.21
Planned Turn Time (hrs) (Time from landing to takeoff)		1.4
Min Runway Length (ft)		6500 FT
Preferred Runway Length (ft)		8000 FT
Min Runway Length for Touch and Go (T/G) (ft)		6500 FT
Runway Width (ft)		150-200 FT
Required Taxiway Width (ft)		75 FT
Weight Bearing Requirement (kips)		19.8
Apron Space Required (ft²/Aircraft)	SEE NOTE 1	~~2014 SF~~ 6435
Hangar Space Required (ft²/Aircraft)	SEE NOTE 2	1610 SF
Navigation Equipment On-Board (GPS?--when?)	SEE NOTE 3	TACAN/NDB

2 CNATRA N3 5-12-94

CNATRA N6 REVISION 5/12/94

NOTE 1: ~~AIRCRAFT DIMENSIONS PER NATOPS: LENGTH = 43'7 1/4", WING SPAN = 37'6".~~
~~MINIMUM SEPARATION OF 10' BETWEEN AIRCRAFT IN ANY DIRECTION.~~
~~43' 7 1/4" (AC LENGTH) + 10' (AC SEPARATION) = 53'7 1/4".~~ PER NAVFAC P-80, TABLE 113-20B
~~37'6" (AC WIDTH) + 10' (AC SEPARATION) = 37'6".~~ (45° PARKING)
~~53' 7 1/4" X 37'6" = 2014 SQ FT PER AIRCRAFT.~~

NOTE 2: PER NAVFAC P-80, INCLUDES 5' CLEARANCE AROUND AIRCRAFT.

NOTE 3: AIRCRAFT NOT SCHEDULED TO RECEIVE GPS.

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

NO CONSTRAINTS OR LIMITATIONS.

Facilities

A. Airfield

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

Airfield Name: MCCAIN FIELD, NAS MERIDIAN, MS (NMM)

Location (Lat/Long and nearest town): MERIDIAN, MS/LAUDERDALE COUNTY
32°33'17"N / 88°33'34"W

Syllabi and Level of Training Supported: INTERMEDIATE AND ADVANCED STRIKE PILOT

Ownership: NAVY

For OLF: Distance (nm) from home field HOME FIELD

OLF Name: OLF JOE WILLIAMS FIELD (BRAVO)

Location (Lat/Long and nearest town): DEKALB, MS/KEMPER COUNTY
32°47'33"N / 88°49'40"W

Syllabi and Level of Training Supported: INTERMEDIATE AND ADVANCED STRIKE PILOT

Ownership: NAVY

For OLF: Distance (nm) from home field: 21 NM NORTHWEST OF NAS MERIDIAN

Airfield Name: OLF GUNSHY (USAF)

Location (Lat/Long and nearest town): SHUQUALAK, MS/NOXUBEE COUNTY
32° 57' N / 88° 35' W

Syllabi and Level of Training Supported: INTERMEDIATE AND ADVANCED STRIKE PILOT

Ownership: AIR FORCE

For OLF: Distance (nm) from home field 23 NM NORTH OF NAS MERIDIAN

Ex-Navy Airfield Now owned totally by USAF. However, common term "OLF Gunshy", makes it listable in this section. IT is an ex-Navy OLF. CNATRA N3

Airfield Name: ~~KEY FIELD~~

CNATRA N3

Location (Lat/Long and nearest town): MERIDIAN, MS/LAUDERDALE COUNTY
32° 20' N / 88° 45' W

Syllabi and Level of Training Supported: INTERMEDIATE AND ADVANCED STRIKE PILOT

Ownership: CITY OF MERIDIAN

For OLF: Distance (nm) from home field 16 NM SOUTHWEST OF NAS MERIDIAN

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-2

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	9,213	9,859	11,560
	Graduate Training Sorties	825	849	921
	Training Support Sorties*	1,174	1,190	947
	Other Sorties	0	0	0
	TOTAL SORTIES:	11,212	11,898	13,428
Non-Operational Hours	Standdowns	64	64	64
	Maintenance	0	0	0
	Other Events	16	16	16

TYPE AIRCRAFT: TA-4

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	13,123	12,586	14,655
	Graduate Training Sorties	1,204	1,212	995
	Training Support Sorties*	1,584	1,505	1,175
	Other Sorties	0	0	0
	TOTAL SORTIES:	15,911	15,303	16,822
Non-Operational Hours[1]	Standdowns	40	40	40
	Maintenance	48	48	48
	Other Events	10	10	10

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

NOTES:
DATA FOR OLF JOE WILLIAMS FIELD, OLF GUNSHY, AND KEY FIELD NOT MAINTAINED IN THIS FORMAT.

OTHER SORTIES FLOWN AT NAS MERIDIAN BUT NOT SHOWN IN THE ABOVE TABLES ARE LISTED BELOW:

1991: 1940 SORTIES (H-1, C-12, TRANSIENT AIRCRAFT)
1992: 2328 SORTIES (H-1, C-12, TRANSIENT AIRCRAFT)
1993: 2351 SORTIES (H-1, C-12, TRANSIENT AIRCRAFT)

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

[1] Hours when the airfield was closed for flight operations.

CNATRA N6 REVISION 5/12/94

Facilities (cont.)

A. Airfield (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training *	Level of Training *	Pilots and NFO/Navigators Trained			
		FY 1991	FY 1992	FY 1993	FY 1989
Strike	**Intermediate**	**102**	**124**	**146**	**149**
	Advanced	**117**	**107**	**117**	**157**

~~NOTE: DATA APPLIES TO ALL FOUR FIELDS.~~

2
CNATRA N3

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

NAS MERIDIAN

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	**10/6**	**10/6**	**10/6**
Days per year:	**237**	**237**	**237**

OLF JOE WILLIAMS FIELD

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	**10/0**	**10/0**	**10/0**
Days per year:	**237**	**237**	**237**

NOTE: OLF JOE WILLIAMS ONLY USED AT NIGHT FOR ADVANCED FIELD CARRIER LANDING PRACTICE. THIS OCCURS EVERY TWO MONTHS FOR TWO NIGHTS. ANNUAL NIGHT HOURS TOTAL = 42 HOURS ANNUALLY

OLF GUNSHY (USAF)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	**10/0**	**10/0**	**10/0**
Days per year:	**237**	**237**	**237**

NOTE: OLF GUNSHY ONLY USED BY NAVY EVERY TWO MONTHS FOR A TWO WEEK PERIOD, SIX HOURS A DAY. NAVY TOTAL = 360 HOURS ANNUALLY.
NORMAL GUNSHY HOURS: SUNRISE TO SUNSET, MON-FRI.

KEY FIELD

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	**10/6**	**10/6**	**10/0**
Days per year:	**365**	**365**	**365**

2
CNATRA N3

Facilities (cont.)

A. Airfield (cont.)

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

NAS MERIDIAN, MCCAIN FIELD

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	**Intermediate Strike**	**8.8**	**6.5**	**9.0**
	Advanced Strike	**7.3**	**5.4**	**9.6**
Maintenance		**4.8**	**5.6**	**4.2**
Operations		**5.0**	**5.7**	**3.7**
Other Military Flights		**0**	**0**	**0**
Civilian/Commercial Flights		**0**	**0**	**0**
Other		**0**	**0**	**0**
	Total	**25.9**	**23.2**	**26.5**

NOTE: WEATHER AFFECTS THE DIFFERENT PHASES OF FLIGHT TRAINING DUE TO STUDENT PILOT EXPERIENCE LEVELS.

OLF JOE WILLIAMS FIELD:

NOTE: OLF JOE WILLIAMS FIELD IS NOT USED AS A PRIMARY PRODUCTION SITE. TRAINING SORTIES ARE NOT GENERATED FROM THE OLF SITE. DUE TO GEOGRAPHIC PROXIMITY, DATA FOR NAS MERIDIAN WOULD BE REPRESENTATIVE OF THE WEATHER CANCELLATION RATE AT OLF JOE WILLIAMS.

Facilities (cont.)

A. Airfield (cont.)

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial / civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type: T-2 **Undergraduate Training: Yes**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Intermediate Strike	20.4	15.0	20.8
	Advanced Strike	NA	NA	NA
Maintenance		3.2	6.6	5.4
Operations		5.4	7.7	5.5
Other Military Flights		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		29.0	29.3	31.7

NOTE: BASED ON ATSS DATA.

Aircraft Type: TA-4J **Undergraduate Training: Yes**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Intermediate Strike	NA	NA	NA
	Advanced Strike	17.0	12.6	22.2
Maintenance		8.0	6.5	4.4
Operations		6.1	5.6	3.2
Other Military Flights		0	0	0
Civilian/Commercial Flights		0	0	0
Other		0	0	0
Total		31.1	24.7	29.8

NOTE: BASED ON ATSS DATA.

NOTE: THIS DATA APPLIES ONLY TO PRIMARY PRODUCTION SITE, NAS MERIDIAN.

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

NONE. ~~FOR ALL FOUR FIELDS.~~ CNATRA N7

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1? ~~97.5%~~ ~~97.6%~~ 97.5%

b. Percentage of time WX at or above 300/1? ~~96.9%~~ ~~97.3%~~ 96.9% CNATRA N3

c. Percentage of time WX at or above 500/1? ~~95.0%~~ ~~98.9%~~ 95.0%

d. Percentage of time WX at or above 1000/3? ~~86.3%~~ 86.2%

e. Percentage of time WX 3000/5 and above? **68.0%**

f. Percentage of time WX 3000/3 and above? **76.4%**

g. Percentage of time WX 1500/3 and above? **83.4%**

h. Percentage of time crosswind component to the primary runway at or below 15 knots? **99.6%**

i. Percentage of time crosswind component to the primary runway at or above 25 knots? **0.0%**

j. Mean number of days of icing in the local flying area?
NO DATA AVAILABLE FOR THIS PARAMETER.

NOTE: NO METEOROLOGICAL RECORDS ARE KEPT FOR OLF JOE WILLIAMS FIELD OR OLF GUNSHY. DATA NOT AVAILABLE FOR KEY FIELD. DUE TO THE CLOSE PROXIMITY TO NASMER AND SAME TERRAIN FEATURES, THE VALUES GIVEN FOR NASMER SHOULD BE REPRESENTATIVE. DATA PROVIDED BY NOCD MERIDIAN.

Facilities (cont.)

A. Airfield (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: MCCAIN FIELD, NAS MERIDIAN

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
Strike	**Intermediate (T-2)**	**43.7**	**43.7**
	Advanced (TA-4)	**56.3**	**56.3**
	Total	**100**	**100**

Runway Complex Name: OLF JOE WILLIAMS FIELD (BRAVO)

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
Strike	**Intermediate (T-2)**	**40**	**0**
	Advanced (TA-4)	**60**	**100**
	Total	**100**	**100**

NOTE: DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.

FACILITIES
a. Airfield (cont)

9.

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)

NAS MERIDIAN

This spreadsheet will calculate the annual service volume when per cent of year hourly capacity, per cent maximum capacity and weighting factor are provided. It uses FAA Advisory Circular AC 150/5060-5.

Weather	mix index	% of yr	hrly cap	% max cap	Weighting Fact
vfr	100	82.3	123	100%	1
ifr	100	12.4	108	88%	5
vfr	100	3.7	62	50%	25
ifr	100	0	0	0%	0
below min	0	1.6	0	0%	25

Ops per hour: 81
Service volume: 233,279
Air station: NAS MERIDIAN
Remarks: chart 3-11 vfr, 3-54 ifr, 3-4 for winds excess of 10 and below mini
Date run: 12 April 94

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

hrly cap base	t & go factor	exit factor	hourly cap	chart
123	1	1	123	3-11
108	1	1	108	3-54
77	1	0.8	62	3-4
0	1	0.82	0	0

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)

OLF JOE WILLIAMS FIELD

This spreadsheet will calculate the annual service volume when per cent of year hourly capacity, per cent maximum capacity and weighting factor are provided. It uses FAA Advisory Circular AC 150/5060-5.

Weather	mix index	% of yr	hrly cap	% max cap	Weighting Fa
vfr	100	86	88	100%	1
ifr	100	12.4	49	56%	20
vfr	0	0	0	0%	0
ifr	0	0	0	0%	0
below min	100	1.6	0	0%	25

Ops per hour: 53
Service volume: 151,483
Air station: OLF JOE WILLIAMS
Remarks: chart 3-3 vfr, 3-43 ifr and below minimums.
Date run: 12 April 94

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

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

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

NAS MERIDIAN: 81 PER HOUR
OLF J. WILLIAMS: 53 PER HOUR

NOTE: See attached calculations on next page. Data provided by CNATRA N334.
NOTE: DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.

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

	FY 1991	FY 1992	FY 1993
NASMER Runway **19L** Traffic Count	**85,280**	**79,795**	**103,782**
NASMER Runway **19R** Traffic Count	**18,018**	**17,732**	**23,062**
NASMER Runway **1L** Traffic Count	**56,226**	**51,425**	**66,884**
NASMER Runway **1R** Traffic Count	**16,539**	**15,959**	**20,756**
NASMER Runway **10** Traffic Count	**1,502**	**1,773**	**2,306**
NASMER Runway **28** Traffic Count	**11,330**	**10,639**	**13,837**
OLF Runway **31** Traffic Count	**19,578**	**27,931**	**29,652**
OLF Runway **13** Traffic Count	**22,985**	**32,787**	**34,811**

NOTE: Runway usage information for 1992 and 1993 is based on 1991 runway usage percentages.
NOTE: DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.

Facilities (cont.)

A. Airfield (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

Data for MCCAIN FIELD, NAS MERIDIAN

	FY 1991	FY 1992	FY 1993
VFR	**50**	**50**	**50**
IFR	**50**	**50**	**50**
Total	**100%**	**100%**	**100%**

Data for OLF JOE WILLIAMS FIELD

	FY 1991	FY 1992	FY 1993
VFR	**50**	**50**	**50**
IFR	**50**	**50**	**50**
Total	**100%**	**100%**	**100%**

NOTE: DATA PROVIDED BY CNATRA N334.

NOTE: DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.

Facilities (cont.)

A. Airfield (cont.)

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

NO CONSTRAINTS KNOWN AT ANY FIELD.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[2].

Based on CNATRA data with 81 flight operations per hour at NAS Meridian and 53 at OLF Joe Williams Field, the limiting PTR factor is runway capacity. Based on the following calculations Training Air Wing ONE PTR capacity is 236.

	MAXIMUM CAPACITY		CURRENT CAPACITY
	T-2/TA-4J:	T-45	T-2/TA-4J
Annual Work Days	237	237	237
NASMER Op Hr/Day	12.1	12.1 NOTE 1	12.1 NOTE 1
OLF Op Hr/Day	11.6	11.6 NOTE 1	11.6 NOTE 1
NAS Annual Hrs	2867.7	2867.7	2867.7
OLF Annual Hrs	2749.2	2749.2	2749.2
NAS Ops/Hr	81 *	81 *	60.3
OLF Ops/Hr	53 *	53 *	17.6
NAS Ops/Yr	232283	232283	173085 NOTE 2
OLF Ops/Yr	145707	145707	48644 NOTE 2
Total Ops/Yr	377990	377990	221729
Ops/PTR	1598 *	1452 *	
PTR Capacity	236	260	

NOTE:

1. Data based on use of all daylight hours.

2. Data derived using actual three year average (91,92,93) annual Air Activity Report. 13% of total traffic count deducted for night operations. CTW-1/NAS Meridian currently tasked only to meet PTR. Data shows that NAS Meidian is operated at 74% capacity or 26% increase in air operations possible. OLF Joe Williams Field is operated at 33% capacity or potential increase of air operations by 67%.

*** Data provided by CNATRA N334.**

NOTE: Data not available for OLF Gunshy and Key Field.

ADDED PARAGRAPH

NAS Meridian calculated capacity using FAA AC150/5060-5 criteria is 81 air operations per hour; OLF Joe Williams calculated capacity is 53 air operations per hour. Using regular field hours (16) and annual flying days (237) yields 3,792 annual hours of operations. In FY93 230,627 air operations were logged at NAS Meridian. That averages 60.8 air operations per hour at NAS Meridian. Historic air operations per hour at NAS Meridian vary from a low of 37 air operations per hour to a high of 198 air operations per hour depending on which stage of training or what type of flying the Air Wing is doing. Employing similar methodology for OLF Joe Williams, 10.5 hours a day, 237 flying days or 2,488.5 hours annual hours of operation, FY93 traffic count of 64,463, yields 25.9 air operations per hour. By comparing the postulated maximum air operations per hour to historic data, a 25% increase in air operations would be achievable at NAS Meridian and a 52% increase at OLF Joe Williams Field.

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

Facilities (cont.)

A. Airfield (cont.)

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

NO CONSTRAINTS KNOWN AT ANY FIELD.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[2].

Based on CNATRA data with 81 flight operations per hour at NAS Meridian and 53 at OLF Joe Williams Field, the limiting PTR factor is runway capacity. Based on the following calculations Training Air Wing ONE PTR capacity is 236.

	MAXIMUM CAPACITY		CURRENT CAPACITY
	T-2/TA-4J:	T-45	T-2/TA-4J
Annual Work Days	237	237	237
NASMER Op Hr/Day	12.1	12.1 NOTE 1	12.1 NOTE 1
OLF Op Hr/Day	11.6	11.6 NOTE 1	11.6 NOTE 1
NAS Annual Hrs	2867.7	2867.7	2867.7
OLF Annual Hrs	2749.2	2749.2	2749.2
NAS Ops/Hr	81 *	81 *	60.3
OLF Ops/Hr	53 *	53 *	17.6
NAS Ops/Yr	232283	232283	173085 NOTE 2
OLF Ops/Yr	145707	145707	48644 NOTE 2
Total Ops/Yr	377990	377990	221729
Ops/PTR	1598 *	1452 *	
PTR Capacity	236	260 **	

** Due to weather factor, sortie cancellation rates, CNATRA Does Not support a T-45 PTR higher than 250. CNATRA WJ

NOTE:
1. Data based on use of all daylight hours.
2. Data derived using actual three year average (91,92,93) annual Air Activity Report. 13% of total traffic count deducted for night operations. CTW-1/NAS Meridian currently tasked only to meet PTR. Data shows that NAS Meidian is operated at 74% capacity or 26% increase in air operations possible. OLF Joe Williams Field is operated at 33% capacity or potential increase of air operations by 67%.

* Data provided by CNATRA N334.

NOTE: **DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.**

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

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[3]

NAS MERIDIAN'S CAPACITY TO PRODUCE PTR IS LIMITED BY RUNWAYS. THERE IS APPROXIMATELY TWICE THE RUNWAY PTR CAPACITY AVAILABLE IN AIRSPACE AND TARGET AVAILABILITY. THE ONLY WAY TO SIGNIFICANTLY INCREASE CAPACITY WOULD BE TO BUILD ADDITIONAL OLFS OR SIGNIFICANTLY INCREASE OPERATING HOURS (TO INCLUDE WEEKENDS). REQUIREMENT FOR PTR THE LAST FIVE YEARS HAS TASKED THE NAVAL AIR STATION AT ONLY APPROXIMATELY 50% - 60%. (REAL) FLIGHT OPERATIONS COULD BE INCREASED BY ASSIGNING NEAR CAPACITY PTR AND ASSOCIATED RESOURCES.

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NONE FOR ALL FIELDS.

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

NAS MERIDIAN

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Maximum Sorties	
Strike	**Intermediate**	**T-2**	**237 DAYS X 81 OPS/HR X 12.1 DAY HRS = 232,283.7**	R
		T-45[4]		
	Advanced	**TA-4J**	**237 DAYS X 81 OPS/HR X 12.1 DAY HRS = 232,283.7**	R
		T-45		

NOTE: DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.

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

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

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[3]

NAS MERIDIAN'S CAPACITY TO PRODUCE PTR IS LIMITED BY RUNWAYS. THERE IS APPROXIMATELY TWICE THE RUNWAY PTR CAPACITY AVAILABLE IN AIRSPACE AND TARGET AVAILABILITY. THE ONLY WAY TO SIGNIFICANTLY INCREASE CAPACITY WOULD BE TO BUILD ADDITIONAL OLFS OR SIGNIFICANTLY INCREASE OPERATING HOURS (TO INCLUDE WEEKENDS). REQUIREMENT FOR PTR THE LAST FIVE YEARS HAS TASKED THE NAVAL AIR STATION AT ONLY APPROXIMATELY 50% - 60%. (REAL) FLIGHT OPERATIONS COULD BE INCREASED BY ASSIGNING NEAR CAPACITY PTR AND ASSOCIATED RESOURCES.

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

NONE FOR ALL FIELDS.

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

NAS MERIDIAN

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Maximum Sorties
Strike	Intermediate	T-2	236 PTR * X ~~85.4~~ 83.4 ** = ~~20154.4~~ 19682.4
		T-45[4]	
	Advanced	TA-4J	236 PTR * X ~~111~~ 110.9 ** = ~~26196~~ 26,172.4
		T-45	

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* SEE PAGE 30, A.13.
** SEE PAGE 12, B.2 (FIGURE INCLUDES OVERHEAD).

NOTE: 20154.4 T-2 SORTIES + 26196 TA-4J SORTIES = 46350.4 MAXIMUM ANNUAL SORTIES.

NOTE: DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.

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

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

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

IDENTIFY UNDERGRADUATE PILOT TRAINING FACILITIES WHICH HAVE DEMONSTRATED EXCESS CAPACITY IN BOTH AIRSPACE AND AIR OPERATIONS. THEN CONSOLIDATE UNITS TO MAXIMIZE TRAINING CAPACITY. THIS SHOULD INCLUDE JOINT TRAINING AND/OR CO-LOCATION OF MULTI-SERVICE UNITS WITH SIMILAR MISSIONS AND TRAINING REQUIREMENTS. THIS WOULD REDUCE THE NUMBER OF INSTALLATIONS REQUIRED AND MAXIMIZE THE USE OF AVAILABLE ASSETS (I.E., AIRSPACE AND BASE FACILITIES).

Facilities (cont.)

A. Airfield (cont.)

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

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
NORTH: 1R/19L	**8000**	**200**	**147,000** **TT 445K**	**X**					**E-28 & E-5 ****	**I/N**	**IFR**
SOUTH: 19L/1R	**8000**	**200**	**173,000** **TT 525K**	**X**					**E-28 & E-5 ****	**I/N**	**IFR**
EAST: 10/28	**6400**	**200**	**47,000** **TT 228K**		**X**				**E-28 & E-5 ****	**I/N**	**IFR**
OLF JOE WILLIAMS: 13/31	**8000**	**150**	**41,000** **TT 224K**		**X**	**X**			**E-28 & E-5 ****	**I/N**	**IFR**
OLF GUNSHY: 31/13	**6300**	**150**	**UNKNOWN**				**X**		**NONE**	**V**	**VFR**
~~**KEY FIELD NORTH: 1/19**~~	~~**10000**~~	~~**150**~~	~~**290K**~~		~~**X**~~				~~**NONE**~~	~~**I/N**~~	~~**IFR**~~
~~**KEY FIELD EAST: 04/22**~~	~~**5086**~~	~~**150**~~	~~**60K**~~				~~**X**~~		~~**NONE**~~	~~**V**~~	~~**VFR**~~

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

**** ARRESTING GEAR LOCATION: E-28 ROTARY HYDRAULIC ARRESTING GEAR INSTALLED AND CONTINUOUSLY RIGGED ON EACH RUNWAY. EVERY RUNWAY HAS SHORT FIELD AND LONG FIELD ARREST CAPABILITY REGARDLESS OF LANDING DIRECTION. E-5 CHAIN OVERRUN GEAR ~~AVAILALBLE~~ AVAILABLE WHEN LANDING TOWARD THE CENTROID AREA AND EXCEPT FOR RUNWAY 10, HAVE E-5 CHAIN GEAR AVAILABLE WHEN DEPARTING.**

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
NASMER: 19L	**UHF NDB**	**HI-NDB (UHF) OR NDB (UHF)/DME RUNWAY 19L**
NASMER: 1L	**TACAN**	**HI-TACAN RUNWAY 1L**
NASMER: 19L	**TACAN**	**HI-TACAN RUNWAY 19L**
OLF: 31	**NMM TACAN (SEE NOTE 3)**	**TACAN RUNWAY 31**
KEY FIELD: 1/19	**TACAN/ILS**	**HI-TACAN/HI-ILS**
KEY FIELD: 04/22	**TACAN**	**HI-TACAN**

NOTE
NASMER:
1. **ABOVE APPROACHES HAVE CIRCLING MINIMUM TO ALL RUNWAYS.**
2. **INSTRUMENT LANDING SYSTEM (ILS) TO BE INSTALLED OCT 94.**

OLF:
3. **FOR LOCAL USE ONLY AND OLF TACAN TO BE INSTALLED FY95.**

OLF GUNSHY: NO NAVAIDS AVAILABLE.

Facilities (cont.)

B. Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

Syllabus of Training *	Level of Training *	Trainer Aircraft	# Workable Blocks of Airspace	Type of Airspace	Average Block Dimensions	Availability (Hrs/Yr)/ Block
Strike	**Intermediate**	**T-2C**	**12**	**MOA**	**15 NM X 13 NM X 15000'**	**4266**
		T-45	**20**	**MOA**	**25 NM X 19 NM X 15000'**	**4266**
	Advanced	**TA-4J**	**8**	**MOA**	**25 NM X 19 NM X 15000'**	**4266**
		T-45	**20**	**M0A**	**25 NM X 19 NM X 15000'**	**4266**
		TA-4/T-45	**1**	**RR**	**10 NM X 10 NM X 11500'**	**2867**
		TA-4/T-45	**5**	**MTR**	**NA**	**2867**
		Total	**26 ***			

* T-2, A-4 TOTAL

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Key to types of airspace:

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

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

NO LIMITATIONS.

Facilities (cont.)

A. Airfield (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT Code	Facility Type	Unit measure	Quantity	Comments
111	Runways Fixed Wing	SY	**692,699**	
111	Runways Rotor Wing	SY	**0**	
111	Landing Pads	SY	**278**	
113	Parking Aprons	SY	**329,668**	
113	Access Aprons	SY	**9,100**	
121	Direct Fueling	OL/GM	**0**	
121	Truck Fueling	OL/GM	**6/2700**	
121	Defueling	OL/GM	**0**	
124	Fuel Storage	GA	**3,427,990**	
136-36 (USN)	Carrier Lighting	EA	**2**	
149	Arresting Gear	EA	**6**	
421 422(AF)	Ammunition Storage	CF	**11,782**	
422	Open Ammunition Storage	SY	**0**	

NOTE: DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.

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

NONE.

Facilities (cont.)

B. Airspace (cont.)

3. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the installation that are used for flight training. For each airspace provide the following information (seven questions):

THE FOLLOWING (A)-(F) QUESTIONS ARE ANSWERED BELOW BY AIRSPACE. (Pages 40 - 43)

HEARD
CNET N-4433
~~AFA~~ 10 May 94

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.

NOTE: ON PROXIMITY TO AIRPORT TRAFFICE AREAS (ATA) - ATA NO LONGER EXIST. CLASS "D" AIRSPACE (SURFACE TO 2500 AGL) DOES NOT INTERFERE WITH ANY AIRSPACE USED BY CTW-1.

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

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

d. What is the distance en route?

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.

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

MERIDIAN ONE WEST

(a) TYPE: MILITARY OPERATING AREA (MOA/ATCAA)
LOCATION: 5 NM NNW OF NAS MERIDIAN
SIZE: 75 NM X 50 NM X 15000' (3750 SQ MI) 8000 - FL230
AVAILABLE TIMES: 0700-2300 MON-FRI; 1600-1800 SUN
CONTROLLING AGENCY: MEMPHIS ARTCC
SCHEDULING ACTIVITY: TRAINING AIR WING ONE
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA

(b) RADAR COVERAGE? YES/MEMPHIS CENTER

(c) NAVY OWNED LAND? SEARAY TARGET RANGE & OLF J. WILLIAMS FIELD

(d) DISTANCE/TIME EN ROUTE: 10 NM/0.1 HR

(e) ENVIRONMENTAL LIMITATIONS: NONE

(f) ENCROACHMENT: NONE

MERIDIAN ONE EAST

(a) TYPE: MILITARY OPERATING AREA (MOA/ATCAA)
LOCATION: 25 NM NE OF NAS MERIDIAN
SIZE: 30 NM X 24 NM X 15000' (750 SQ MI) 8000 - FL 230
AVAILABLE TIMES: UNKNOWN
CONTROLLING AGENCY: MEMPHIS ARTCC
SCHEDULING ACTIVITY: 14TH FTW, COLUMBUS AFB, MS
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA

(b) RADAR COVERAGE? YES/MEMPHIS CENTER

(c) NAVY OWNED LAND? NO

(d) DISTANCE/TIME EN ROUTE: 23 NM/0.1 HR

(e) ENVIRONMENTAL LIMITATIONS: NONE

(f) ENCROACHMENT: NONE

PINEHILL EAST

(a) TYPE: **MILITARY OPERATING AREA (MOA/ATCAA)**
LOCATION: **30 NM SE OF NAS MERIDIAN**
SIZE: **42 NM X 52 NM (975 SQ MILES) 10,000 - FL 230**
AVAILABLE TIMES: **0700-2300 MON-FRI & 0800-1500 SAT**
CONTROLLING AGENCY: **ATLANTA ARTCC**
SCHEDULING ACTIVITY: **TRAINING AIR WING ONE**
SCORING/RECORDING: **NA**
PROXIMITY TO ATA: **NA**

(b) RADAR COVERAGE? **YES/ATLANTA CENTER**

(c) NAVY OWNED LAND? **NO**

(d) DISTANCE/TIME EN ROUTE: **23 NM/0.1 HR**

(e) ENVIRONMENTAL LIMITATIONS: **NONE**

(f) ENCROACHMENT: **NONE**

PINEHILL WEST

(a) TYPE: **MILITARY OPERATING AREA (MOA/ATCAA)**
LOCATION: **20 NM SE OF NAS MERIDIAN**
SIZE: **770 SQ MILES, 10,000 - FL230**
AVAILABLE TIMES: **0700-2300 MON-FRI & 0800-1500 SAT**
SCHEDULING ACTIVITY: **TRAINING AIR WING ONE**
CONTROLLING AGENCY: **ATLANTA ARTCC**
SCORING/RECORDING: **NA**
PROXIMITY TO ATA: **NA**

(b) RADAR COVERAGE? **YES/ATLANTA CENTER**

(c) NAVY OWNED LAND? **NO**

(d) DISTANCE/TIME EN ROUTE: **23 NM/0.1 HR**

(e) ENVIRONMENTAL LIMITATIONS: **NONE**

(f) ENCROACHMENT: **NONE**

R4404 A, B, & C (SEARAY TARGET RANGE)

(a) TYPE: RESTRICTED
LOCATION: 25 NM NORTH OF NAS MERIDIAN
SIZE: R4404 A - 10 NM CIRCLE X 11500'
R4404 B - 10 NM CIRCLE X 10300'
R4404 C - 10 NM CIRCLE X 3000'
AVAILABLE TIMES: 0730-1730
CONTROLLING AGENCY: MEMPHIS ARTCC
SCHEDULING ACTIVITY: TRAINING AIR WING ONE
SCORING/RECORDING: ENHANCED AIR FORCE COMPUTER SCORING PROGRAM
PROXIMITY TO ATA: NA

(b) RADAR COVERAGE? YES/MEMPHIS CENTER

(c) NAVY OWNED LAND? YES. 653.67 ACRES NAVY OWNED/2235.23 ACRES UNDER EASEMENT TO NAVY.

(d) DISTANCE/TIME EN ROUTE: 25 NM/0.2 HR

(e) ENVIRONMENTAL LIMITATIONS: NONE
(RED COCKCADED WOODPECKER COLONY IS LOCATED 1 MILE FROM TARGET BOUNDARY. THIS COLONY DOES NOT ENVIRONMENTALLY CONTRAIN OPERATIONS. REF: ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TRAINING AT SEARAY TARGET RANGE, MAY 93.)

(f) ENCROACHMENT: NONE.

VR-1030/1031/1032/1033, IR-044

(a) TYPE: LOW LEVEL ROUTE
LOCATION: CENTRAL MS
SIZE: LENGTH VARIES
AVAILABLE TIMES: DAYLIGHT HOURS
CONTROLLING AGENCY: MEMPHIS ARTCC
SCHEDULING ACTIVITY: TRAINING AIR WING ONE
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA

(b) RADAR COVERAGE? YES/MEMPHIS CENTER

(c) NAVY OWNED LAND? NO

(d) DISTANCE/TIME EN ROUTE: VARIES ON ROUTE/0.2 TO 0.5 HOURS

(e) ENVIRONMENTAL LIMITATIONS: NONE

(f) ENCROACHMENT: NONE

BIRMINGHAM

(a) TYPE: **MILITARY OPERATING AREA (MOA/ATCAA)**
LOCATION: **WEST CENTRAL ALABAMA**
SIZE: **32 NM X 47 NM X 17500' (1504 SQ MI)**
AVAILABLE TIMES: **0700 TO 1030, 1130 TO 1400, 1530 TO 2300**
CONTROLLING AGENCY: **ATLANTA ARTCC**
SCHEDULING ACTIVITY: **116TH TFW, B'HAM ANG, MONTGOMERY, AL**
SCORING/RECORDING: **NA**
PROXIMITY TO ATA: **NA**
(b) RADAR COVERAGE? **YES/ATLANTA CENTER**
(c) NAVY OWNED LAND? **NO**
(d) DISTANCE/TIME EN ROUTE: **30 NM/0.2 HR**
(e) ENVIRONMENTAL LIMITATIONS: **NONE**
(f) ENCROACHMENT: **NONE**

COLUMBUS 1/3

(a) TYPE: **MILITARY OPERATING AREA (MOA/ATCAA)**
LOCATION: **NORTH CENTRAL MISSISSIPPI**
SIZE: **120 NM X 48 NM X 15000' (5760 SQ MI) 8000 - FL 230**
AVAILABLE TIMES: **0700-1700 MON-FRI**
SCHEDULING ACTIVITY: **14FTW, COLUMBUS AFB, MS**
CONTROLLING AGENCY: **MEMPHIS ARTCC**
SCORING/RECORDING: **NA**
PROXIMITY TO ATA: **NA**
(b) RADAR COVERAGE? **YES/MEMPHIS CENTER**
(c) NAVY OWNED LAND? **NO**
(d) DISTANCE/TIME EN ROUTE: **63 NM/0.3 HR**
(e) ENVIRONMENTAL LIMITATIONS: **NONE**
(f) ENCROACHMENT: **NONE**

R-4401 A, B, C - CAMP SHELBY TARGET RANGE

NOTE: **CTW-1 CONSIDERED PRIMARY USER OF FACILITY.**

(a) TYPE: **RESTRICTED AREA**
LOCATION: **88 NM SOUTH OF NAS MERIDIAN**
SIZE: **12 NM X 8.5 NM**
A: SURFACE TO 4000' MSL
B: 4000' MSL TO 18,000' MSL
C: 18,000' MSL TO 29,000 MSL
AVAILABLE TIMES: **24 HRS/DAY WITH 24 HR PRIOR NOTICE AND BY NOTAM. 2 HR NOTICE IS ACCEPTABLE IF NO PREVIOUS SCHEDULING.**
SCHEDULING ACTIVITY: **MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRAINING CENTER**
CONTROLLING AGENCY: **HOUSTON ARTCC**
SCORING/RECORDING: **ELECTRO-OPTICAL**
PROXIMITY TO ATA: **HAGLER AAF LOCATED JUST OUTSIDE NORTH WEST CORNER OF R-4401**
(b) RADAR COVERAGE? **YES/HOUSTON CENTER**
(c) NAVY OWNED LAND? **NO. OWNED BY MS ANG.**
(d) DISTANCE/TIME EN ROUTE: **88 NM/0.6 HR**
(e) ENVIRONMENTAL LIMITATIONS: **NONE**
(f) ENCROACHMENT: **NONE**

(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, airspace available for training use by CTW-1 units would allow a 240% increase in Advanced Strike and 170% increase in Intermediate Strike over the FY 95 PTR of 182 Advanced Strike and 241 Intermediate Strike.

ASSUMPTIONS:
237 flying days per year
18% cancellation rate for weather
A-4 (.905) T-2 (.907) overhead factor for IUT/PMCF
A-4 (.93) T-2 (.95) attrition factor
12 hrs daytime training available during summer months
10 hrs daytime training available during winter months

Calculations are based on the following formula:
- 237 flying days x (wx cancellation factor) = annual VFR flyable days
- annual flyable days - 1/2 = number of days summer or winter
- number of days summer or winter x summer hrs (12) and winter hrs (10) = available MOA day hrs (summer and winter) per year. Available MOA hrs may vary if the airspace is not available for use during all daylight hrs.
- available MOA hrs annually multiplied by x's (student sorties) per hr = annual number of X's (student sorties) possible in specific airspace
- annual number of MOA X's divided by number of X's in stage = PTR capacity
- PTR multiplied by overhead factors = airspace PTR capacity

Meridian 1 West MOA

237 flyable days x 82% = 194
194 ÷ 2 = 97 summer days/97 winter days
97 summer days x 12 hrs/day = 1164 hrs
97 winter days x 10 hrs/day = 970 hrs
total = 2134 hrs annually

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A-4

2134 hrs x 3X/hr = 6402 total X's
6402 - 20 (X's in FORM, FAM, BI, OCF, TACF) = 320 total PTR capacity
320 x .905 (overhead factors) (.93 attrition) = 269 airspace PTR capacity
2134 hrs x 2X/hr = 4268
4268 ÷ 13 (ACM stage) = 328
328 X (.905) (.93) = 276 PTR

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T-2

2134 hr x 8X/hr = 17072 total X's
17072 ÷ 41 = 416
416 x (.907) (.95) = 358 PTR

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BIRMINGHAM MOA

237 x .82 = 194
194 ÷ 2 = 97
97 x 6 (average number summer hours available/day) = 582
97 x 6 (average number winter hours available/day) = 582
total = 1164

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A-4

1164 x 1 = 1164
1164 ÷ 20 = 58
58 x (.905) (.93) = 49

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T-2

1164 X 2 = 2328
2328 ÷ 41 (FORM/FAM/BI/OCF) = 56
56 X (.907) (.95) = 48
1164 x 2.5 = 2910
2910 ÷ 8 (GUN stage) = 363
363 x (.907) (.95) = 313

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PINEHILL MOA
237 x 82 = 194
194÷20 = 97
97 x 6 = 582
Total = 1164

A-4
1164 x 2 = 2328
2328÷20 = 116
116 x (.905) (.93) = 98
1164 x 2 = 2328
2328÷13 (ACM stage) = 179
179 x (.905) (.93) = 150
TOTAL

T-2
1164 x 1 = 1164
1164÷ 8 (GUN stage) = 145
145 x (.907) (.95) = 124

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	A-4	T-2
MERIDIAN 1 W MOA		
FAM/FORM/BI/OCF	269	358
ACM	276	
BIRMINGHAM		
FAM/FORM/BI/OCF	49	48
ACM	---	---
GUNS	---	313
PINEHILL		
FAM/FORM/BI/OCF	98	---
ACM	150	---
GUNS	---	124
FAM/FORM/BI/OCF	416	406
ACM	~~471~~ 426	---
GUNS	---	437
AVERAGE PTR CAPACITY	443	421

HEARD CNET N-4433 9 MAY 94

NUMBER OF MOA EVENTS

STAGE	T-2 TOTAL (DAY/NT)	TA-4J TOTAL DAY/NT)
FAM	16 (16/0)	8 (8/0)
BI	3 (0/3)	2 (2/0)
RI	- (X-C)	- (X-C)
OCF	2 (2/0)	1 (1/0)
FORM	15 (15/0)	5 (5/0)
AN	- (X-C)	- (X-C)
NF	4 (0/4)	4 (0/4)
GUNS	8 (8/0)	NA
CQ	- (OLF)	- (OLF)
TACF	-------	4 (4/0)
ACM	-------	13 (13/0)
TOTAL:	48 (41/7)	37 (33/4)

Facilities (cont.)

B. Airspace (cont.)

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

YES. EXCEPT CARRIER QUALIFICATIONS.

5. If deployments/detachments to other domestic locations are required to satisfy these shortfalls, provide the following information:

(a) Where do these units/squadrons deploy?

NAS KEY WEST, FL
NAS MIRIMAR, CA
NAS NORTH ISLAND, CA
NAS CECIL FIELD, FL
MCAS BEAUFORT, SC

(b) How far from your installation?

NAS KEY WEST, FL	**650 NM**
NAS MIRIMAR, CA	**1500 NM**
NAS NORTH ISLAND, CA	**1500 NM**
NAS CECIL FIELD, FL	**375 NM**
MCAS BEAUFORT, SC	**400 NM**

2
CNATRA N3

(c) Reasons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)

NAS KEY WEST, FL	CARRIER QUALIFICATION
NAS MIRIMAR, CA	CARRIER QUALIFICATION
NAS NORTH ISLAND, CA	CARRIER QUALIFICATION
NAS CECIL FIELD, FL	CARRIER QUALIFICATION
MCAS BEAUFORT, SC	CARRIER QUALIFICATION

(d) Annual TAD costs incurred for deployments due to adverse weather.

2
CNATRA N3
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~~NOT AVAILABLE.~~ ZERO

(e) Annual TAD costs incurred for deployments due to airspace nonavailability.

ZERO.

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

ZERO.

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

ZERO.

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

NA.

~~47 (Tab)~~
46.1

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(c) Reasons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)

NAS KEY WEST, FL	CARRIER QUALIFICATION
NAS MIRIMAR, CA	CARRIER QUALIFICATION
NAS NORTH ISLAND, CA	CARRIER QUALIFICATION
NAS CECIL FIELD, FL	CARRIER QUALIFICATION
MCAS BEAUFORT, SC	CARRIER QUALIFICATION

(d) Annual TAD costs incurred for deployments due to adverse weather.

~~NOT AVAILABLE.~~ ZERO

2
CNATRA N3
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(e) Annual TAD costs incurred for deployments due to airspace nonavailability.

ZERO.

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

ZERO.

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

ZERO.

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

NA.

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

Syllabus of Training	Terrain Feature or Overwater Requirement
STRIKE: INTERMEDIATE	**OVERWATER REQUIREMENT: CARRIER QUALIFICATION.**
STRIKE: ADVANCED	**OVERWATER REQUIREMENT: CARRIER QUALIFICATION.** **AIR-TO-GROUND WEAPONS: RESTRICTED AREA AND TARGET COMPLEX REQUIRED.**

8. List any additional constraints or limitations to the airspace that impact the training mission.

NONE.

~~48 (2or)~~
46.2

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CLOSE HOLD

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

Syllabus of Training	Terrain Feature or Overwater Requirement
STRIKE: INTERMEDIATE	**OVERWATER REQUIREMENT: CARRIER QUALIFICATION.**
STRIKE: ADVANCED	**OVERWATER REQUIREMENT: CARRIER QUALIFICATION.** **AIR-TO-GROUND WEAPONS: RESTRICTED AREA AND TARGET COMPLEX REQUIRED.**

8. List any additional constraints or limitations to the airspace that impact the training mission.

NONE.

Facilities (cont.)
C. Ground Training

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.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)
Academic Classroom Training Building #266	**6**	**90**	**319,950**

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Applied Training Building #266	**8**	**120**	**426,600**

CCN: 171-35 - Building #150 - 2-00150

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Operational Flight Simulators	**14**	**14**	**49,770**
Dedicated Classrooms	**3**	**90**	**319,950**
CAI Learning Center	**1**	**18**	**63,990**

R - Design Cap

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 (cont.)
C. Ground Training

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.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)	
Academic Classroom Training Building #266	**6**	**90**	**319,950**	R

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)	
Academic Applied Training Building #266	**8**	**120**	**426,600**	R

CCN: 171-35 - Building #150 - 2-00150

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)	
Operational Flight Simulators	**14**	**14**	**49,770**	R
Dedicated Classrooms	**3**	~~1~~ 90	**319,950**	ADDED
CAI Learning Center	**1**	**18**	**63,990**	ADDED

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9/26/94

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 (cont.)

C. Ground Training

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.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)
Academic Classroom Training Building #266	**4**	**60**	**113,760**

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Applied Training Building #266	**4**	**60**	**113,760**

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Operational Simulator Training Building 150	**12**	**12**	**42,660**

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.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed
354/721-14 CLASS A STUDENTS NTTC	120	40	81 ENL
355/721-14 CLASS A STUDENTS NTTC	144	48	94 ENL
356/721-14 CLASS A STUDENTS NTTC	132	44	99 ENL
357/721-12 E5/E6 NTTC/PERM	16	16	10 ENL
358/721-14 CLASS A STUDENTS NTTC	180	60	113 ENL
359/721-14 CLASS A STUDENTS NTTC	180	60	69 ENL
360/721-14 CLASS A STUDENTS NTTC	108	36	67 ENL
390/721-12 BOQ WING A E5/E6 PERM	56	42	30 ENL
391/721-12 BOQ WING B E5/E6 PERM	65	48	35 ENL
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	65	42	47 ENL

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	People Housed
355/721-14 CLASS A STUDENTS NTTC	144	48	144
356/721-14 CLASS A STUDENTS NTTC	132	44	132
357/721-12 E5/E6 NTTC/PERM	16	16	16
358/721-14 CLASS A STUDENTS NTTC	180	60	180
359/721-14 CLASS A STUDENTS NTTC	180	60	180
360/721-14 CLASS A STUDENTS NTTC	108	36	108
390/721-12 BOQ WING A E5/E6 PERM	56	42	42
391/721-12 BOQ WING B E5/E6 PERM	65	48	48
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	65	42	65
393/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	47

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed	
393/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	33 ENL 1 CIV	
394/724-11 BOQ WING E W1/02 STUDENTS	46	46	27 OFF 1 ENL	R
395/724-12 BOQ WING F 01 & ABOVE PERM	22	22	12 OFF 1 ENL	R
396/724-12 BOQ WING G E7 & ABOVE TRANSIENTS	24	24	13 OFF 6 ENL 3 CIV	R
397/724-12 BOQ WING H - 03 & ABOVE PERM & TRANSIENTS	23	23	19 OFF 2 CIV	R

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed
393/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	33 ENL 1 CIV
394/724-11 BOQ WING E W1/02 PERM	46	46	27 OFF 1 ENL
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	12 OFF 1 ENL
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	13 OFF 6 ENL 3 CIV
397/724-12 BOQ WING H - 03 & ABOVE	23	23	19 OFF 2 CIV

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	People Housed
394/724-11 BOQ WING E W1/02 PERM	46	46	46
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	22
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	24
397/724-12 BOQ WING H - 03 & ABOVE	23	23	23

Revised pg

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	# People Housed	
201/721-14 CLASS A STUDENTS E1-E4	64	32	64	
202/721-14 CLASS A STUDENTS E1-E4 USMC	84	42	84	
203/721-14 CLASS A STUDENTS E1-E4 USMC	96	48	96	R
205/721-12 E5/E6 TRANSIENTS	48	48	48	
206/721-11 E1/E4 PERM *Convert to Naval Reserve	0 *	0	0	R
208/740-20 TEMP LODGING ENL	25	25	25	
326/721-11 E1-E4 & 721-40 Discip	108 + 18	42	126	R
353/721-14 CLASS A STUDENTS NTTC	120	40	120	

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	# People Housed
201/721-14 CLASS A STUDENTS E1-E4	64	32	64
202/721-14 CLASS A STUDENTS E1-E4 USMC	84	42	84
203/721-14 CLASS A STUDENTS E1-E4 USMC	48	48	48
205/721-12 E5/E6 TRANSIENTS	48	48	48
206/721-11 E1/E4 PERM	84	42	84
208/740-20 TEMP LODGING ENL	25	25	25
326/721-11 E1-E4 PERM	84	42	84
353/721-14 CLASS A STUDENTS NTTC	120	40	120

Revised pg

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed	
354/721-14 CLASS A STUDENTS NTTC	120	40	120	
355/721-14 CLASS A STUDENTS NTTC	144	48	144	
356/721-14 CLASS A STUDENTS NTTC	132	44	132	
357/721-12 E5/E6 NTTC/PERM	16	16	16	
358/721-14 CLASS A STUDENTS NTTC	180	60	180	
359/721-14 CLASS A STUDENTS NTTC	180	60	180	
360/721-14 CLASS A STUDENTS NTTC	108	36	108	
390/721-12 BOQ WING A E5/E6 PERM	35	35	35	R
391/721-12 BOQ WING B E5/E6 PERM	40	40	40	R
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	35	35	35	R

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed
354/721-14 CLASS A STUDENTS NTTC	120	40	120
355/721-14 CLASS A STUDENTS NTTC	144	48	144
356/721-14 CLASS A STUDENTS NTTC	132	44	132
357/721-12 E5/E6 NTTC/PERM	16	16	16
358/721-14 CLASS A STUDENTS NTTC	180	60	180
359/721-14 CLASS A STUDENTS NTTC	180	60	180
360/721-14 CLASS A STUDENTS NTTC	108	36	108
390/721-12 BOQ WING A E5/E6 PERM	42	42	42
391/721-12 BOQ WING B E5/E6 PERM	48	48	48
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	42	42	42

Revised pg

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed	
393/721-13 721-13 BOQ WING D E7/E9 PERM	37	37	37	
394/724-11 BOQ WING E W1/02 STUDENTS	38	38	38	R
395/724-12 BOQ WING F 01 & ABOVE PERM	22	22	22	R
396/724-12 BOQ WING G E7 & ABOVE TRANSIENTS	24	24	24	R
397/724-12 BOQ WING H - 03 & ABOVE PERM & TRANS	23	23	23	R

<u>NOTE:</u> DUE TO THE RENOVATION PROJECTS FOR BARRACKS 201, 202, 326, 390, 391, 392, & 393, RECONFIGURATION OF ROOMS HAS REDESIGNED 2-MEN SUITES TO 1-MAN SUITES DECREASING THE CAPACITY HOUSED EFFECTIVE FY95.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed
393/721-13 721-13 BOQ WING D E7/E9 PERM	44	44	44
394/724-11 BOQ WING E W1/02 PERM	46	46	46
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	22
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	24
397/724-12 BOQ WING H - 03 & ABOVE	23	23	23

<u>NOTE:</u> DUE TO THE RENOVATION PROJECTS FOR BARRACKS 201, 202, 326, 390, 391, 392, & 393, RECONFIGURATION OF ROOMS HAS REDESIGNED 2-MEN SUITES TO 1-MAN SUITES DECREASING THE CAPACITY HOUSED EFFECTIVE FY95.

Features and Capabilities (cont.)

A. Housing and Messing (cont.)

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Facility, 722-10, 2-00207	**26,624**	**1,960**	**650**

NOTE: SEATING MAY VARY DEPENDING OF LOADING REQUIRED BY REARRANGING TABLE PLACEMENT.

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Facility, 722-10, 2-00207	**26,624**	**1,960**	**750**

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ - OFFICER	**46**	**46**	**46**	**46**	**46**	**46**	**46**
BEQ - ENLISTED	**1345**	**1345**	**1292**	**1292**	**1292**	**1292**	**1292**
On-Base Housing	**44**	**44**	**44**	**44**	**44**	**44**	**44**
Off-Base Housing	**230**	**230**	**230**	**230**	**230**	**230**	**230**
Messing	**1960**	**1960**	**1960**	**1960**	**1960**	**1960**	**1960**

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

BOQ/BEQ: FIGURES FOR FY95/96 WERE BASED ON CURRENT NUMBER OF AVAILABLE BEDS PRESENTLY DESIGNATED FOR STUDENT PILOTS AND NTTC STUDENTS. FIGURES FOR FY97-FY01 ARE BASED ON THE NUMBER OF BEDS AVAILABLE AFTER RENOVATION PROJECTS ARE COMPLETED. CAPACITY CAN BE INCREASED BY REARRANGING ROOMS TO INCREASE NUMBER OF BEDS TO EACH ROOM.

ON-BASE HOUSING: FAMILY HOUSING HAS DESIGNATED 44 UNITS FOR STUDENT OFFICERS TRAINING 20 WEEKS OR MORE. OTHER UNITS MAY BE ASSIGNED WHEN NO ONE IS ON THE STAFF OFFICER WAITING LIST. NAS MERIDIAN HAS A TOTAL OF 520 UNITS AVAILABLE. ON-BASE HOUSING IS NOT AVAILABLE TO CIVILIAN EMPLOYEES WORKING AT NAS MERIDIAN.

OFF-BASE HOUSING: AS THIS IS BASED ON SHORT TERM TEMPORARILY ASSIGNED NTTC ENLISTED "STUDENT" LOAD AND NOT PERMANENT OR LONGER TERM PILOT STUDENT PERSONNEL, ONLY RENTAL PROPERTY IS CONSIDERED. ALTHOUGH NO STATISTICS ARE MAINTAINED BASED SOLELY ON STUDENT LOAD, RENTAL HOUSES, APARTMENTS AND TRAILERS PROVIDE APPROXIMATELY 2,300 UNITS TOTAL IN THE LOCAL AREA WITH AN AVERAGE OF 10% OF BASE PERSONNEL TO SUPPORT THE BALANCE OF ON-STATION HOUSING AVAILABLE.

MESSING: PER THE NAVFAC P-80, THE DESIGN CAPACITY IS 1960 PERSONNEL. CAPACITY CAN BE INCREASED FROM THE PRESENT SEATING ARRANGEMENT BY REARRANGING THE LAYOUT AND ADDING MORE TABLES, AND EXTENDING SERVING HOURS.

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission.

NO LIMITING CONSTRAINTS.

Command: **NAS Meridian**

Data Call Number Nineteen

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND NAME	Signature
Acting Title	13 MAY 94 Date
CNET Activity	

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

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

J. B. Greene, Jr. NAME	Signature
Acting Title	27 May 1994 Date

BRAC-95 DATA CALL 19

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

5 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

9 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

BRAC-95 DATA CALL 19

NAS MERIDIAN MS/UIC: 63043

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

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

5 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: **NAS Meridian**

Data Call Number Nineteen (Revision)

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

18 MAY 94
Date

CNET
Activity

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

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

J. B. Greene, Jr.
NAME

Signature

Acting
Title

27 May 1994
Date

BRAC-95 DATA CALL 19
NAS MERIDIAN UIC 63043

REVISIONS OF 5/12/94, PAGES 10,11,12,21,24,33,44 & 47(1)

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

Date 12 MAY 94

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Command: **NAS Meridian**

Data Call Number Nineteen Revisions
(Pages 27, 57, 58, 59)

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

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

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

16 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

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

NAS MERIDIAN MS/UIC: 63043

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. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

BRAC-95 DATA CALL 19
REVISIONS OF 5/13/94, PAGES 57,58 & 59

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

16 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

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

NAS MERIDIAN MS/UIC: 63043

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

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

STATION REVISIONS OF 8/12/94, PGS 57,60 & 61
OF 8/23/94, PGS 59 & 62

BRAC 95 DATA CALL 19

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

23 AUG 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING
Title

26 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

9/12/94
Date

NAS MERIDIAN MS/UIC: 63043

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

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

22 AUG 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: **NAS Meridian**

Data Call Number Nineteen Revisions
(Pages 33, 57, and 59-62)

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	PETobin
NAME	Signature
Acting	06 SEP 1994
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	W A Earner
NAME	Signature
	9/8/94
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)

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

Signature

COMMANDER
Title

23 AUG 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF ANVAL AIR TRAINING
Title

26 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 MERIDIAN MS/UIC: 63043

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. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

22 AUG 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: **NAS Meridian**

Data Call Number Nineteen Revisions
(Pages 16, 32, 46.1, 46.2, 47, 47.1, and 48)

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 19
NAS MERIDIAN UIC 63043
CNATRA REV 9/9/94 PGS 47(1ST), 48(1ST)

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 12SEP94

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 19
NAS MERIDIAN UIC-63043
REV 9/1/94 PGS 16, 32, 47, 47.1, 48

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

2 SEP 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

12 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 MERIDIAN MS/UIC: 63043

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. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

1 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

R

Pg 47, 48

Command: **NAS Meridian**

Data Call Number Nineteen Revisions
(Pages 47 and 48)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

10/28/94
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)

W. A. EARNER
NAME

WAEarner
Signature

Title

11/3/94
Date

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

20 SEP 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

25 OCT 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 MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

19 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

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

Please clarify the following questions:

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

AIRCRAFT	(1) UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-34 (FY 94)			
T-34 (FY 01)			
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)			
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)	36	37	* 44
T-2 (FY 01)	0	0	0
TA-4 (FY 94)	33	51	* 60
TA-4 (FY 01)	0	0	0
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)	0	0	0
T-45 (FY 01) (TOTAL BUY)	44	48	** 72

Note: 1. Based on peacetime planning factors.
* Updated data (as to info provided in data call #19 mission RQMNTS, Para E., Ques #1) which reflects ACFT inventory as of beginning of FY94. Current total ACFT inventory at CTW-1 is 83 T-2C's and 76 TA-4J's due to recent transfer of all T-2 & TA-4 ACFT from Kingsville to Meridian.

** Reflects total buy of T-45 ACFT scheduled to be assigned to NAS Meridian and scheduled for delivery by the end of FY2001. Total Navy buy planned for 194 T-45's.

Command: **CNATRA**

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

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

MAJOR CLAIMANT LEVEL

T. W. WRIGHT	T. W. Wright
NAME	Signature
CNET	14 OCT 1994
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	W. A. Earner
NAME	Signature
	10/21/94
Title	Date

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**MERIDIAN MS NAS**
Unit Identification Code (UIC):	**N63043**
Major Claimant:	**CNET**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1992	277	FIRE TRAINING FACILITY	MCON	1,200
		Sub-Total - 1992		**1,200**
1993	281	CHILD DEVELOPMENT CENTER	MCON	1,100
		Sub-Total - 1993		**1,100**
2000	279	TAXIWAYS	MCON	11,500
		Sub-Total - 2000		**11,500**
2001	274	TRANSPORTATION FAC UPGRADE	MCON	1,000
2001	275	FIRE PROTECTION IMPROVES	MCON	800
		Sub-Total - 2001		**1,800**
		Grand Total		**15,600**

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

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

9-29-94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Encl (1)

BRAC-95 CERTIFICATION

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

MICHAEL D. THORNTON
NAME (Please type or print)

MDThornton
Signature

CDR, CEC, USN
Title

9 Dec 94
Date

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

12/9/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
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

12/7/94
Date