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READINESS FOR VICTORY AT SEA

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TRAINING

# Commander Training Air Wing ONE

## TRAINING AIR WING ONE

Training Air Wing ONE was formally commissioned on 2 August 1971 as the first Wing in the history of naval aviation training.

In October 1971, Training Air Wing ONE transitioned to the single-base-training concept. Until that time, jet aviation students received only the basic flight syllabus in Meridian prior to being transferred to Texas for advanced instruction. With the conversion of VT-7 to advanced training, the initiation of air-to-air combat gunnery and carrier qualification instruction in VT-19, the flight student was able to complete his entire training at Naval Air Station Meridian.

The mission of Training Air Wing ONE is conveyed in the wing motto, "Readiness for Victory at Sea Through Training." Accomplishment of this mission is realized through the various Wing organizations located at Naval Air Station Meridian. The Wing Commander's specific mission is to supervise, coordinate, and administer the student pilot academic and flight training program. Subordinate commanders under COMTRAWING ONE include Naval Air Station Meridian and Training Squadron SEVEN, NINETEEN and TWENTY-THREE. Naval Air Station Meridian is responsible for providing all the necessary support facilities required by the training squadrons as well as the Naval Technical Training Center (NTTC) enlisted technical training facility. Training Squadron NINETEEN and TWENTY-THREE receive officer flight students from the Naval Aviation Schools Command, Pensacola, and are responsible for their introduction to the skills of jet aviation, utilizing the Rockwell International T-2C aircraft. Upon completion of this demanding syllabus, they advance to further training in Training Squadron SEVEN, utilizing the McDonnell-Douglas TA-4J aircraft. Each Navy and Marine Corps officer, upon completion of the entire jet syllabus, will accumulate in excess of 200 hours of jet flight time and successfully qualify aboard an aircraft carrier. Only then will they be awarded the coveted "Wings of Gold" proclaiming their designation as Naval Aviators.

TRAINING SQUADRON SEVEN

## TRAINING SQUADRON SEVEN

## "EAGLES"

Training Squadron SEVEN, the Navy's largest jet training squadron, originated as a Naval Advanced Training Activity located at NAS Memphis, Tenn., with two Advanced Training UNITS, ATU105 and ATU205. In July 1958, they were consolidated into a single squadron, commissioned BTG-7, and transferred to the Navy's Basic Training Command. The squadron used the T-28 "Seastars" and the T-29 "Trojans" to train student aviators in basic instrument flying.

Then, in June 1960, the squadron moved to NAS Kingsville, Texas, and began receiving the T2J-1 "Buckeye", a two-place jet trainer -- the forerunner of today's basic trainer. The squadron was designated Training Squadron SEVEN (VT-7) in July 1960 and received a new mission -- to provide training in jet transition, precision aerobatics, basic and radio instruments, formation gunnery and carrier qualifications.

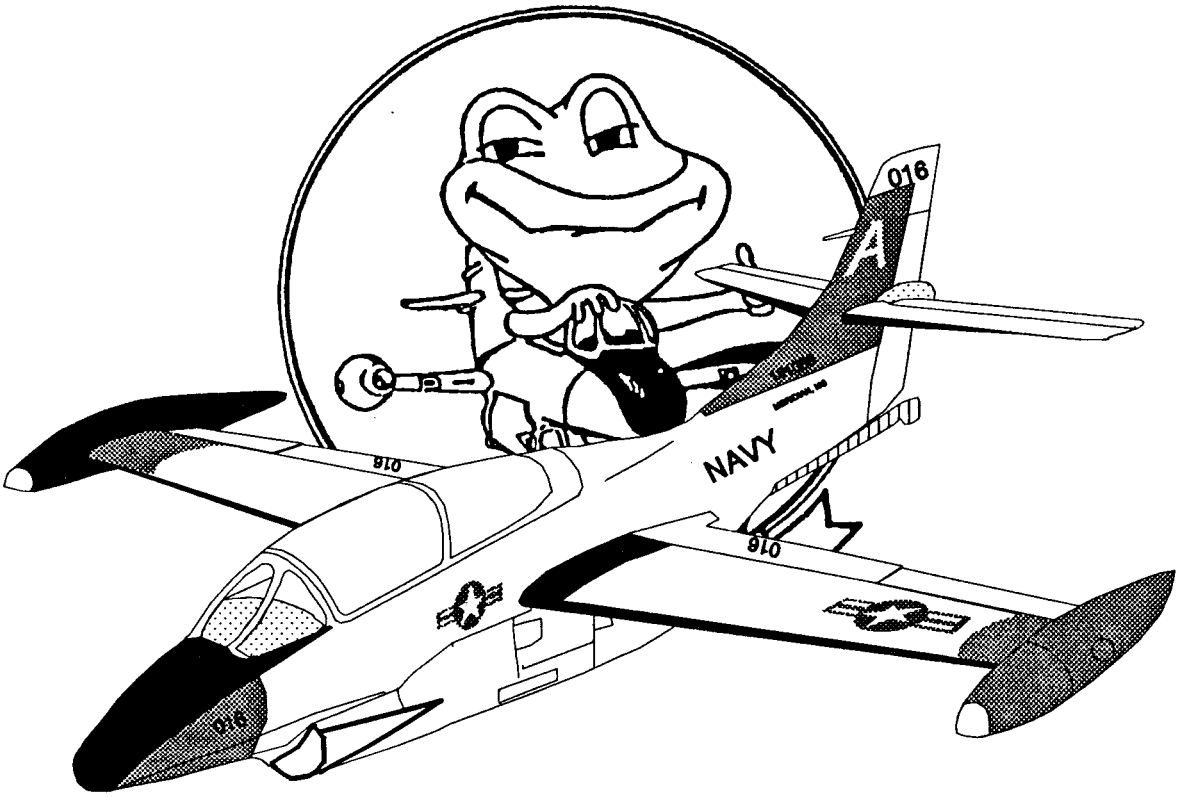
Training Squadron SEVEN moved again, July 12, 1961 to its present home at Navy Meridian where it continued to train student aviators in basic flight. On December 15, 1961, the squadron split to form a "sister" squadron, VT-9.

The newest member of the "Buckeye" family, the twin-engine T-2C aircraft made its appearance aboard VT-7 on October 27, 1970, and a year later, in August, a major change took place in the structure of the Naval Air Training Command. Training Squadron NINE split to form a "sister" squadron, VT-19, and both squadrons assumed the basic training role at Meridian, leaving the advanced jet training for VT-7. This allowed a prospective naval aviator to complete his entire jet training at Naval Air Station, Meridian.

As of July 1993, the "Eagles" of Training Squadron SEVEN have designated or winged over 2533 Naval and Marine Corps aviators, Additionally, since 1986, the squadron has trained 66 international students from France, Italy, Kuwait, Singapore, and Spain. VT-7 is the only advanced jet training squadron in the world to do so.

The student naval aviator advanced jet phase takes approximately six months, involving many hours of ground school, flight simulators and approximately 100 hours of flight time in the TA-4J aircraft.

# TRAININING SQUADRON NINETEEN



## TRAINING SQUADRON NINETEEN

## "ATTACK FROGS"

Training Squadron NINETEEN (VT-19) was commissioned August 2, 1971, along with Training Air Wing ONE. The squadron's heritage extends back to August 15, 1943, when Torpedo Bomber Squadron NINETEEN flew the TBM-1C aircraft, affectionately referred to as the "Bucking Jeep." During its deployment in the Pacific Theater in World War II, the squadron flew 640 combat sorties against the Japanese. After the war, the squadron was redesignated as a VA (Attack) Squadron. The mission of VT-19 is to safely and efficiently train the world's best Naval Aviators for the United States and several international Navies and Air Forces. In the role of training international flight students, VT-19 has very successfully trained pilots for the Navies of Spain, France, and Italy, and Kuwait's Air Force.

Training Squadron NINETEEN operates the Rockwell T-2C "Buckeye" jets to accomplish its mission. The aircraft are maintained by UNC Aviation Services as a civilian maintenance contractor.

Student Naval Aviators and International Military Student Aviators are aboard VT-19 for approximately six months and are trained in many phases of strike aviation. The instrument syllabus includes use of the T-2C simulator, operated by Loral Aerospace Corporation. Sixteen aircraft flights are devoted to familiarization where the students learn basic maneuvering, aerobatics and landing skills. Fifteen formation flights provide the student with a foundation in formation flying, including two and four plane, which will follow them into their careers as fleet aviators. Eight air to air gunnery flights develop the students' skills in dynamic maneuvering flight. Finally, the students receive ten field carrier landing practice sorties prior to moving on to advanced training.

VT - 23
PROFESSIONALS

## TRAINING SQUADRON TWENTY-THREE

### "THE PROFESSIONALS"

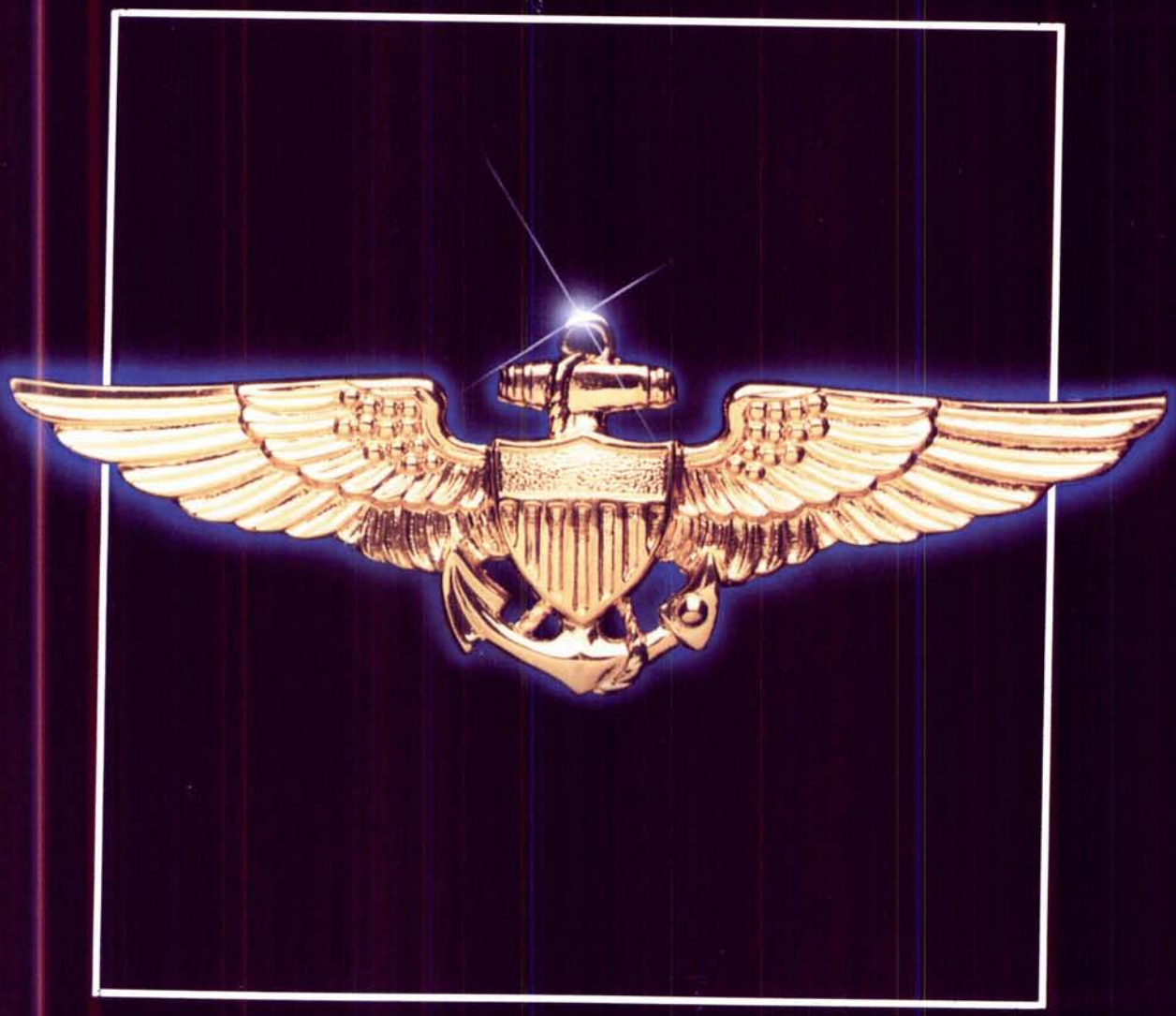
Training Squadron TWENTY-THREE was originally commissioned in November 1958 as Advanced Training Unit 222 and was first in the Naval Air Training Command to employ the supersonic F-11 *Tiger* aircraft. Redesignated VT-23 in May 1960, the squadron transitioned to the F-9 *Cougar* in 1965. In 1970, VT-23 acquired the versatile TA-4J *Skyhawk* aircraft. Upon receiving a new mission of intermediate strike training in October 1972, VT-23 transitioned to yet another aircraft, the T-2C *Buckeye* jet trainer.

Basic flight students arrive at VT-23 after completion of primary flight training at NAS Whiting Field in Milton, Florida or NAS Corpus Christi, Texas. Students in VT-23 familiarize themselves in the T-2C and acquire skills in instrument flight, radio-instrument navigation, aerobatics, formation, and air-to-air gunnery. Intermediate flight training culminates with the student's first carrier landings. The current curriculum at VT-23 is a 23 week syllabus which affords each student 95 aircraft and simulator flights, equating to approximately 140 hours of flight time. Upon completion of intermediate strike training at VT-23, students receive advanced jet flight training and ultimately their "Wings of Gold."

The professional attitude demonstrated by VT-23 earned them the nickname "The Professionals." The command's outstanding performance as a training squadron has earned it many awards. In fiscal years 1967 and 1980, VT-23 was named the "Top Jet Squadron" in the Naval Air Training Command. VT-23 was awarded the prestigious Vice Admiral Goldthwaite Award as the Navy's top training squadron in 1973 and 1987. VT-23 has also won the Chief of Naval Air Training Award for Training Excellence in 1979, 1984, 1986, and 1988 and the Chief of Naval Operations Safety Award in 1981, 1982, 1983, 1986, 1987, 1988 and 1993. In 1988, VT-23 recorded the largest single year production of output of any intermediate training squadron in over a decade, producing 33 students over its goal and was awarded its second Meritorious Unit Commendation for its exceptional training effectiveness, safety achievement and operations' records. In 1989, the command was presented the Admiral John H. Towers Safety Award for achieving the most outstanding mission-oriented safety record in the Naval Air Training Command.

Since their ATU-222 days, the "Professionals" have maintained the highest standards of excellence resulting in a proud tradition and long line of quality-trained Naval Aviators.

# NAVY MERIDIAN



MISSISSIPPI

**NAVAL AIR STATION**
**Meridian, MA 39309**
**Telephone (601) 679-XXXX DSN 637-XXXX**

**EMERGENCY NUMBERS**

Information ..... 2211
Security ..... 911
Fire ..... 911
CDO ..... 2528
Medical ..... 911
Public Works Emergency Service (After Hours) ..... 2718
(During Work Hours) ..... 2755
Navy Relief ..... 2504
American Red Cross ..... 2185/2679
PSD ..... 2301/2302
Family Services ..... 2360

**DUTY OFFICERS**

**CTW-1**

Command Duty Officer ..... 2448/2619

**NAS**

Command Duty Officer ..... 2528
Command Duty Bunkroom ..... 2547
Duty Chaplain (Contact CDO) ..... 2528
(Until 1600) ..... 2382
(After 1600) ..... 2683
Locator, Base (After Hours) ..... 2528
(During Work Hours) ..... 679-2301
Medical Officer of the Day ..... 2683
Operations Duty Officer ..... 2505/2470
Radar Air Traffic Control Center Duty Officer ..... 2795/2489
Communications Watch Officer ..... 2791

**NTTC**

Officer of the Day ..... 2648/2649

**MATSG**

Staff Duty Officer ..... 2510

**TRARON SEVEN**

Squadron Duty Officer ..... 2448/2619
Operations Duty Officer ..... 2321

**TRARON NINETEEN**

Squadron Duty Officer ..... 2448/2619
Operations Duty Officer ..... 2330

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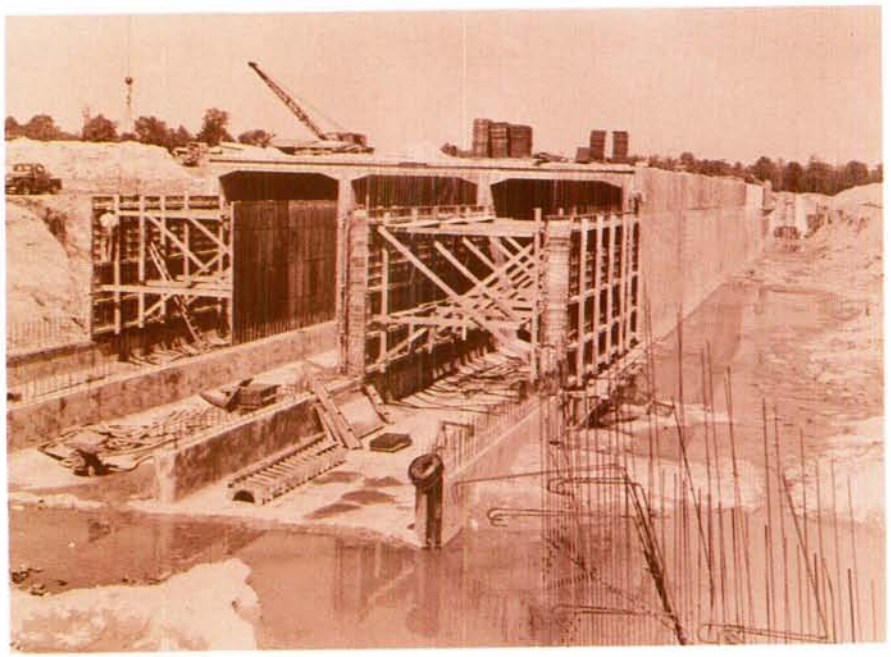
# History



Just 15 miles northeast of downtown Meridian lies Naval Air Station Meridian jet training facility.

On July 16, 1957, the first shovel of earth was thrown, marking the beginning of the Naval Auxiliary Air Station (NAAS), which was commissioned July 14, 1961.

Captain W.F. Krantz received the golden key to the air station, and senior Mississippi U.S. Senator John C. Stennis was the guest speaker for the ceremony that opened the $60 million base. At that time the operations area was named McCain Field in honor of the late Admiral John S. McCain of Teoc, Mississippi.

Training Squadron SEVEN (VT-7) arrived at NAAS Meridian July 12, 1961, then split to form its sister squadron VT-9 December 15 .

In September 1965, hundreds of planes from Florida bases arrived to escape the wrath of Hurricane Betsy.

The Naval Auxiliary Air Station continued to grow, and by July 1968, the station became a full Naval Air Station. The years brought an increase in building development and family housing units.

In 1968, and again in 1969, 300 aircraft from Pensacola arrived to escape the fury and destruction of Hurricane Gladys and Hurricane Camille, respectively.

In August 1971, Training Air Wing ONE (CTW-l) was commissioned and Training Squadron NINETEEN VT-l9) was established. The Wing motto became "Readiness for Victory at Sea through Training." That October saw the arrival of the TA-4J, the new advanced jet trainer based on the A-4 "Skyhawk."

In April 1973, President Richard M. Nixon, accompanied by Senator John C. Stennis and many other high-ranking military and civilian officials, attended the dedication of the new Naval Technical Training Center (NAVTECHTRACEN), known locally as the Stennis Center. It was officially commissioned April 17, 1974.

NAS Meridian was selected and upgraded to a Major Shore Command on October 1, 1982. In March 1984, NAS Meridian was one of 15 installations chosen for the Department of Defense Model Installation Program.

In September 1985, the enlisted galley was dedicated to the memory of Marine Lance Corporal Roy M. Wheat, a Mississippi native and Congressional Medal of Honor recipient who was killed in Vietnam.

The Family Service Center moved into a newly constructed building October 14, 1985.

In 1986, Navy Meridian officially adopted two Lauderdale County schools, Northeast Lauderdale Elementary and Northeast High School, as part of the civilian and DoD Adopt-a-School Program.

In 1987, outlying field "Bravo" was renamed after Captain Joe W. Williams, Jr., NAS Meridian's second commanding officer and the recipient of the Navy Cross.

In August 1992 during the Gulf Coast evacuation for Hurricane Andrew, NAS provided transient support for 53 TH-57 helicopters from NAS Whiting Field enroute to NAS Memphis; additionally, temporary housing for over 1000 evacuated military personal and dependents was also provided.

The main base of NAS Meridian occupies over 8,000 acres of land, with an additional 4,000 acres at Williams Field and the target facility SEARAY. The size of NAS Meridian may be compared to that of other major naval air stations such as NAS Pensacola, Fla., which has about 5,000 acres, and NAS Memphis,

Tenn., which has about 3,455 acres. Over 4,000 military, civilians and dependents work and live at the air station.

The saying "Success Breeds Success" certainly applies to the numerous awards and nominations garnered by the station and tenant activities.

They include:

1985 CNATRA/Navy League David S. Ingalls Award ..... VT-19

1985 CNATRA Safety Award ..... VT-7

1985 CNO Aviation Safety Award ..... VT-19

1985 CNET Golden Anchor Award ..... VT-19, NAS

1986 SECNAV Most Improved Consolidated Mess Award ..... NAS

1987 John H. Towers Flight Safety Award ..... VT-19

1987 CNATRA Supply Excellence Award ..... NAS

1987 CNATRA Achievement in Safety Ashore ..... NAS

1989 CNATRA Achievement in Safety Ashore ..... NAS

1989 CNET Golden Anchor Award ..... NAVTECHTRACEN

1990 CNO Naval Aviation Safety Award ..... VT-19

1990 CNATRA Achievement in Safety Ashore ..... NAS

1991 CNATRA ADM Goldthwaite Award ..... VT-19

1991 Golden Anchor Award ..... CTW-1

1992 Silver Anchor Award ..... CTW-1

The theme "Navy Meridian, Pride of the South" reflects the superb teamwork which exists between the base and the Meridian community.

# Naval Air Station

NAS Meridian provides operational support for Training Air Wing ONE and is host to several other commands on the base. Departments working under the NAS Commanding Officer form the backbone for the entire installation's functioning.

## Administrative Services

The Administrative Services Department provides general administrative services for the command. Its responsibilities include: processing military personnel matters with the Personnel Support Activity Detachment,

Meridian; processing special requests, leave, TAD orders, evaluations, and command correspondence; maintaining command directives and correspondence files; providing duplicating services and messenger systems; and coordinating administrative systems and services throughout the command.

## Air Operations

The Air Operations Department employs 230 military and civilian personnel to operate McCain Field, Joe Williams Outlying Field, and SEARAY target range. Their primary mission is to support CTW-l undergraduate pilot training. Additional services are furnished to support operations for NAS and transient aircrews.

### *Air Traffic Control*

Air Traffic Control Division operates the control tower and radar final control systems. They provide flight planning services and issue clearances and instructions to pilots for all phases of military flight operations within the vicinity of the airport.

### *Ground Electronics*

Ground Electronics Division inspects, repairs and maintains station ground electronic equipment such as mobile communications, precision approach radar, navigational aids and meteorological equipment.

### *Ordnance*

Ordnance Division stores, maintains and issues all ordnance and munitions. Additionally, they are responsible for operating the SEARAY target range for bombing and 20mm strafing.

### *Fire Department*

The Fire Department and the Crash and Salvage Division provide protection for the NAS complex and Joe Williams Field.

Fire protection is provided 24 hours a day, seven days a week for structural and aircraft fire fighting and rescue services. They investigate causes of fires and conduct base wide fire prevention and safety programs.

Crash and Salvage personnel maintain the runway aircraft arresting gear and conduct salvage operations in the event of an aircraft accident.

### *Organizational Maintenance*

Organizational Maintenance Division (OMD) maintains the station's two HH-lN helicopters and support equipment. They also monitor the maintenance contract on the station's one UC-12B twin engine turbo prop aircraft used in passenger transport. Parking and flight line services are provided for over 1,000 types of transient aircraft annually.

*Search and Rescue (SAR)*

HH-1N Huey helicopters are used by the station's Search and Rescue personnel to provide 24 hour rescue coverage of the Eastern Mississippi/ Western Alabama area.

The 25 member SAR team consists of pilots, aircrewmen and hospital corpsmen who train constantly in first aid, helicopter rappelling and tree extraction. The team also assists in a wide variety of civilian emergencies, such as searching for missing persons, assisting with aircraft and boating mishaps, and occasional MEDEVAC missions.

From 1988 to 1990 the SAR unit was rated the best on the East Coast.

## Comptroller Department

The Comptroller Department receives and distributes Operations and Maintenance (O&MN) operating funds for NAS, CTW-1, VT-7 and VT-19, and performs RMS accounting for them. It compiles budget inputs from the entire command and consolidates them for submission to higher authority.

The department manages military/civilian manpower for the command. It maintains Interservice Support Agreements negotiated with tenants. It performs maintenance and updates on various automated financial and manpower reports such as CNET Automated Manpower Reporting System (CAMPRS) and CNET Program Automated Tracking System (CPATS).

## Family Service Center

The Family Service Center provides comprehensive social service functions including psychological counseling (master's degree licensed therapists), family advocacy services (education, assessment, intervention and counseling), information and referral services, and employment assistance.

Education and prevention training is provided in areas of mental health, family and parenting, financial planning, coping skills, AIDS awareness, rape prevention, sexual assault response and stress management.

Relocation services are provided, including the sponsor program, the world-wide "Welcome Aboard" library, hospitality kits and overseas screening.

Transition assistance services are also provided, including job placement counseling and referral, financial planning, educational benefits and related functions. Many

commands utilize the Family Service Center counselors as GMT presenters on specialized topics.

Counselors are available from 0800 to 1630, Monday through Friday. Call to schedule an appointment at 679-2360. Don't forget to review upcoming training in the monthly FSC newsletter.

## Navy Campus

The Navy Campus Office is located in building 266, room 114.

This office offers a wide choice of educational programs, counseling and degree planning.

As your Navy representative, the Navy Campus Office provides tuition aid for active duty personnel, a GED program for sailors who need their high school credentials, and a broad range of college courses.

Navy Campus is the designated liaison between the following schools and the various commands located at NAS: Meridian Community College (on and off-base courses offering a two-year college program), Mississippi State University (off-base courses offering third and fourth year program coursework, plus graduate level degrees) and East Mississippi Community College (on and off-base courses offering a two-year college program).

There are a number of other services offered by the Navy campus Office, including CLEP, ACT, SAT, and GRE testing, counseling by appointment, Regents College Degrees, and the Navy's Apprenticeship Program.

The office is staffed by an education specialist and is open from 0700 to 1500, Monday through Friday.

## Legal

The NAS Meridian Legal Office has a staff of one lawyer, one paralegal and a civilian discipline officer. This office is available to provide legal assistance to all military personnel, military retirees and their dependents. Though the attorney of the Legal Office may not appear in local civilian courts as attorney of record, he/she may provide legal counsel and guidance, write letters, participate in limited negotiations, and prepare certain legal documents, including simple wills and powers of attorney.

On a daily basis, the Legal Office counsels clients concerning such matters as contract disputes, divorce, separation, landlord/tenant matters, debt collection, nonsupport, paternity, automobile accidents, traffic citations, adoption and insurance problems.

As appropriate, the office will provide counsel concerning obtaining the services of a civilian lawyer or legal aid clinic.

In addition, the government provides compensation to military personnel for property losses suffered as a result of their service due to negligent acts by a government employee acting within the scope of his or her employment. Should a military member incur property damage or loss under such circumstances (e.g. damage to household goods shipment or damage from a government car backing into yours), the Legal Office is available to assist you in filing a claim for reimbursement.

To ensure complete service, the Legal Office requires "in person" office consultation and cannot provide legal assistance over the telephone.

## Public Affairs

The Navy Meridian Public Affairs Office gathers, disseminates and coordinates the multi-media internal and external news programs of the naval air station and tenant activities.

Assistance is provided to other command public affairs offices in coordinating and advertising their special events or activities, as well as major Navy Meridian events such as open houses, air shows, changes of command, and holiday observances.

External news releases are prepared and disseminated to local media or Navy-wide publications concerning personnel, events, accidents and other similar occurrences aboard the naval air station.

The Public Affairs Office also coordinates publication of the Welcome Aboard base guide and the civilian enterprise newspaper, *The Skyline*.

Periodic appearances on local radio and television shows are coordinated, and media representatives are welcomed for news conferences, briefings, interviews and coverage of major events.

Tours aboard the naval air station and tenant commands are coordinated by the Public Affairs Office.

The office is located in the

Administration Building, lower deck, and the Public Affairs staff will be happy to assist you.

## Public Works

With a total department strength of slightly over 100, the Public Works Department (PWD) provides a wide variety of services.

They maintain and repair all buildings, streets, grounds and utilities. They maintain all transportation equipment, operate construction and weight handling equipment, and provide special transportation needs, including an on-base taxi service during working hours.

PWD also provides professional engineering consulting services, facility inspection, environmental protection and natural resources management.

They operate and maintain 520 family housing units and provide housing referral services for all new personnel arriving in the area.

They administer and inspect facility support contracts for services such as custodial, trash collection and specialized maintenance.

They also operate both fresh water and sewage treatment plants.

## Safety

The Safety Department is responsible for ensuring that all hands have the opportunity to work in a safe and healthful environment aboard the naval air station. This is accomplished through safety inspections, training, and hazardous materials management and control.

The Safety Department also advises tenant commands on the technical aspects of accident prevention and safety awareness. In addition, they maintain records and statistics on accidents, hearing conservation, respiratory protection, and safety training in order to better identify hazardous situations.

NAS Meridian is proud to be the recipient of the Chief of Naval Air Training Achievement in Safety Ashore Award three of the past five years, and runner-up in FY-92.

## Security

The Security Department at Naval Air Station Meridian is tasked with providing professional law enforcement and physical security service for the installation. The department is comprised of 65 specially trained law enforcement personnel who have either completed the Navy Security Guard School, are rated Masters-at-Arms, or have received specialized local training to meet Navy criteria. Among the services provided by the department are station and perimeter security, vehicle registration, firearms registration, pet registration and vacation home checks for on-station residents. Included in the department structure are investigations, patrol, administrative and game warden divisions.

A 66-person Auxiliary Security Force (ASF) augments and supports the Navy Security Force. The ASF is trained by a Marine cadre who is specially trained in anti-terrorism, perimeter defense, riot control and

other support activities.

The Security Department training facility is one of the most impressive security training facilities in CONUS. Every facet of security, except firearms qualification, is conducted in this facility. Firearms qualifications are conducted by gunners mates assigned as station armorers, and the Marine cadre.

The high caliber professional law enforcement personnel of NAS Meridian, in conjunction with the ASF, provide the station with a safe and secure environment for host and tenant command personnel and their families.

## Supply

The Supply Department is responsible for the logistic support of all goods and services to support the station and tenant commands aboard NAS Meridian. The department consists of seven major divisions which provide the following functions:

**Planning and Administrative Division.** Provides military and civilian manning levels, maintains the physical plant and minor property accounts, resource management, and input/output distribution of the DOSS (Disc Oriented Supply System) data base.

**Contract Administration Division.** Responsible for all NAVSUP contract administration functions to include COTR functions, contract surveillance, performance work statements submittal, and invoice certifications. Acts as the intermediator between the contracting officer and the naval air station.

**Fuels/LOX Division.** Maintains quality control, physical accountability and surveillance of petroleum products, including JP-5, mogas, diesel, liquid oxygen and nitrogen.

**Personal Property Division.** Multi-service DoD agency for household goods shipments and storage, covering 26 counties in east central Mississippi and five counties in west central Alabama.

**Inventory Management Division.** Provides stock control functions for Navy Stock Fund consumable, defense small purchase authority, receipt control functions including certification of local purchase vendor invoices, shipping authority, certification of hazardous material shipments/receipts, and local DRMO agent.

**Aviation Support Division.** Provides direct aviation logistic support to TRAWING ONE and maintenance activities to include SRS, PMU, and AWP functions. Maintains control and accountability for all AVDLR end-use repairable assets to include carcass tracking management and warehouse responsibility for approximately 9,000 consumable and repairable assets. Acts as CNATRA's custodian for pack-up kits for all carrier qualification detachments, and maintains direct support to CNATRA's El Centro detachment.

**Food Service Division.** Provides direct subsistence support to station and tenant commands with patronage consisting primarily in support of NTTC students and staff. Actively participates in the large ashore category competing for the Ney Award.

During an average month, the Supply Department will serve 30,000 meals, issue 1,154,323 gallons of jet fuel, 10,266 gallons of mogas, 4,275 gallons of diesel fuel, 5,347 gallons of LOX, and 2,835 gallons of nitrogen, manage 199 household goods shipments, and process 4,622 receipts and requisition documents.

13-95429
HYSTER

# Tenants

## Training Air Wing One

Training Air Wing ONE was commissioned August 2, 1971, as the first of six training air wings established under the purview of the Chief of Naval Air Training. It was the first such unit to use the "single base" concept to train jet aviators. Under this concept, considerable savings in training time and travel expenses result from bringing all assets needed to conduct intermediate and advanced strike jet training to one base.

Commander Training Air Wing ONE administers, coordinates and supervises flight and academic training and support programs conducted by three subordinate

commands: Meridian Naval Air Station, Training Squadron SEVEN and Training Squadron NINETEEN.

In July 1961, Training Squadron SEVEN (VT-7) moved from NAS Kingsville, Texas, to NAAS Meridian. In December 1961, VT-7 split to form a "sister" squadron, Training Squadron NINE (VT-9).

A major change in the structure of the Naval Air Training Command took place in August 1971, when VT-9 split again to form VT-19. Intermediate jet training was assumed by VT-9 and VT-19, leaving the advanced jet role to VT-7.

In July 1987, Training Squadrons NINE and NINETEEN combined to form one intermediate squadron, Training Squadron NINETEEN.

In the wing's first year, 293 students were designated naval aviators; six years later the figure jumped to 847 as a result of the Vietnam War. In 1969, 950 students completed the flight program — the largest number of aviators to be designated in a single year.

Navy and Marine Corps student naval aviators fly jets for the first time at Meridian, accumulating flight time in the T-2C "Buckeye" and TA-4J "Skyhawk."

Upon completion of their training, students are designated naval aviators by the Chief of Naval Air Training. An average of 130 aviators, including foreign officers, receive their Navy "Wings of Gold" here each year.

Training Air Wing ONE proudly trains the best naval aviators in the world in fulfillment of its motto, "Training Readiness for Victory at Sea."

## Training Squadron Seven

Training Squadron SEVEN, the Navy's largest jet training squadron with 71 McDonnell-Douglas TA-4J "Skyhawks," originated as a naval advanced training activity located at NAS Memphis, Tenn., with two advanced training units, ATU 105 and ATU 205.

In July 1958, they were consolidated into a single squadron, commissioned BTG-7, and transferred to the Navy's basic training command.

The squadron used the T-28 "Trojans" and the T-29 "Seastars" to train student aviators in basic instrument flying.

In June 1960, the squadron moved to NAS Kingsville, Texas, and began receiving the T2J-l "Buckeye," a two-place jet trainer built by the North American Aviation Corporation. This was the forerunner of today's basic jet trainer.

The squadron was designated Training Squadron SEVEN (VT-7) in July 1960 and received a new mission — to provide training in jet transition, precision aerobatics, basic and radio instruments, formation, gunnery and carrier qualifications.

Training Squadron SEVEN moved on July 12, 1961, to its present home at Navy Meridian, where it continues to train student naval aviators.

On December 15, 1961, the squadron split to form a "sister" squadron, Training Squadron NINE (VT-9).

The newest member of the "Buckeye" family, the twin-engine T-2B aircraft made its appearance aboard VT-7 on October 27, 1970.

A year later in August, a major change took place in the structure of the Naval Air Training Command. Training Squadron NINE split to form a "sister" squadron, Training Squadron NINETEEN (VT-19), and both squadrons assumed the intermediate jet training role at Meridian, leaving the advanced jet training role for VT-7. This allowed prospective naval aviators to complete their entire jet training at Naval Air Station Meridian.

Training Squadron SEVEN has received many awards throughout its history. In January of 1975, VT-7 completed its first accident-free year in the A-4 "Skyhawk," and in July of that same year amassed a total of 35,000 accident-free hours.

In November 1981, the squadron received a unit commendation from Secretary of the Navy John Lehman for accomplishing the squadron's Pilot Training Requirement (PTR) for fiscal year 1980, while remaining accident free for the entire year.

In 1986, VT-7 was awarded its seventh Chief of Naval Operations Aviation Safety Award for representing not only a superior safety record, but also an aggressive and professional approach to safeguarding the lives of all personnel.

As of July 1993, the "Eagles" of Training Squadron SEVEN have designated over 2400 naval and Marine Corps aviators. Every two months there is a designation ceremony, commonly called a "winging," for about 15 of the Navy's newest aviators.

In addition, Italian, Spanish, French, Kuwaiti, Singapore and Argentine navy students are trained by VT-7, the only advanced jet squadron in the world to do so.

The student naval aviator pipeline takes approximately two years of intense flight training involving many hours of ground school, flight simulator work, and close to 300 hours of flight time in three different aircraft. The students also accomplish a feat known only to a handful of pilots in the world — they land jet aircraft on board an aircraft carrier, qualifying them as carrier aviators.

There is a continuous pool of approximately 90 student naval aviators in VT-7 at any one time.

To produce the finest naval and Marine Corps aviators in the world takes the highest quality flight instruction available. This is provided in VT-7 by the instructors and enlisted support personnel who take great pride in their tremendous responsibility.

## Training Squadron Nineteen

Training Squadron NINETEEN (VT-l9) was commissioned as a basic jet training squadron at Naval Air Station Meridian on August 2, 1971. However, the squadron's heritage extends back to August 1943, when Torpedo Bomber Squadron NINETEEN flew the TBM-1C aircraft, affectionately referred to as the "Bucking Jeep." During its development in the Pacific Theater in World War II, the squadron flew 640 combat sorties against the Japanese. After the war, the squadron was redesignated as a VA (Attack) Squadron.

The famed "19" again came on the scene when Training Squadron NINETEEN "Attack Frogs" was formed at NAS Meridian, Mississippi. VT-l9's mission today consists of instructing future naval aviators, both Navy and Marine Corps, in basic jet familiarization, radio instruments, precision aerobatics, formation, night flying, air-to-air gunnery and carrier qualification.

Initially, the squadron was assigned 57 aircraft, including T-2As and T-2Bs which were phased out in February 1973, and May 1973, respectively. Presently 49 T-2C "Buckeye" aircraft are assigned to Training Air Wing ONE.

In August 1985, the squadron's maintenance department was disbanded in favor of civilian contract maintenance.

Training Squadron NINETEEN has been consistently commended for its aggressive, all encompassing safety program and training effectiveness. In the course of their excellent safety record, the "Attack Frogs" have continually exceeded their assigned pilot training rate. Squadron recognition has included the Admiral John H. Towers Flight Safety Award for 1987 (second award), the Chief of Naval Operations Safety Award for 1985, 14 CNATRA Mishap Free awards, Meritorous Unit Commendation - Third Award, the Vice Admiral Robert Goldthwaite Award for Training Efficiency for 1981, 1984 and 1991, and the CNET Golden Anchor Award for 1985 an 1987.

In 1987, Training Squadron NINETEEN expanded when its sister squadron, Training Squadron NINE, was decommissioned and consolidated into NINETEEN. VT-l9 now has the sole responsibility for training all intermediate strike student naval aviators assigned to Training Air Wing ONE.

The squadron's outstanding performance record has been made possible by the conscientious and professional attitude of all personnel assigned.

In addition to flight training operations, the squadron actively participates in athletics, charity drives and various community activities.

## Naval Technical Training Center

Naval Technical Training Center (NAVTECHTRACEN) Meridian was officially commissioned on April 17, 1974. The center is known locally as the John C. Stennis Center in honor of Mississippi's former Senator Stennis.

NAVTECHTRACEN Meridian is under the operational and administrative control of the Chief of Naval Technical Training, headquartered at Naval Air Station Memphis, Tennessee.

The center is the Navy's primary training facility for enlisted administrative and supply class "A" schools.

NAVTECHTRACEN Meridian is also the home of two class "C" schools.

Instruction is provided in the following class "A" schools for Navy personnel: Aviation Storekeeper (AK), Disbursing Clerk (DK), Ship's Serviceman (SH), Storekeeper (SK), Personnelman (PN), Yeoman (YN), Religious Program Specialist (RP), and Aviation Maintenance Administrationman (AZ).

The Aviation Maintenance Administrationman (AZ) School and Religious Program Specialist (RP) School are attended by both Navy and Marine Corps personnel.

Marine Corps schools include Aviation Operations Specialist (AOS), Aviation Supply Mechanized (MARMAKC-l), Aviation Supply Management (MARMAKC-7), and Aviation Logistics Computer Operator (ALCO).

The two class "C" schools on board are Yeoman (Staff/Flagwriters) and Religious Program Specialist.

In addition, a Job-Oriented Basic Skills (JOBS) course is taught at the center.

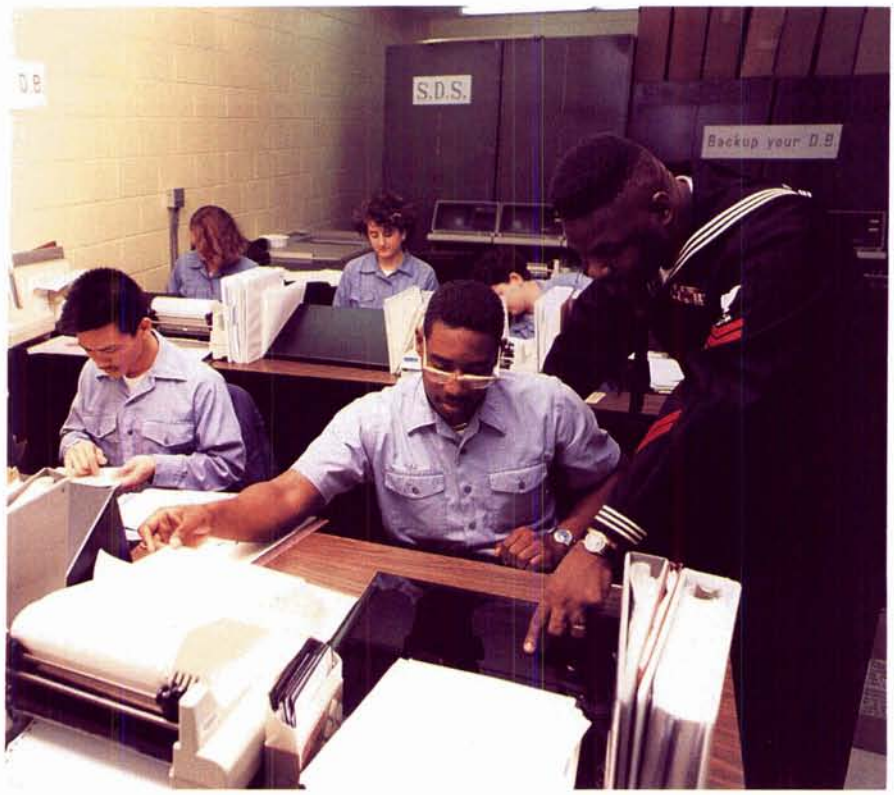
Most students are housed in eight modern bachelor enlisted quarters (BEQs). The quarters are of modular design with three students to a room and four rooms to a module.

Approximately 5,000 Navy and Marine Corps personnel graduate from the center's schools annually. The average on board student population is 850.

All of the class "A" schools employ the group-paced method, where formal instruction takes place from a qualified instructor and students learn together as a class. The group-paced method fosters class teamwork and camaraderie and sends better trained sailors to the fleet. The average student is at the center 34 days.

The mission of NAVTECHTRACEN Meridian is to support fleet operational readiness through training. Students are taught not only the professional entry level skills needed to perform their jobs once they reach the fleet, but also the necessary military skills required to develop a positive attitude toward the Navy and themselves. Military training is provided by the company commanders.

The highly qualified instructors at NAVTECHTRACEN Meridian recognize the responsibility they have for instilling the technical competence, military motivation, traditions and missions of the U.S. Navy needed by the students to become successful sailors and Marines.



## Marine Aviation Training Support Group

The Marine Aviation Training Support Group (MATSG), Meridian was commissioned April 20, 1979, at Naval Technical Training Center.

MATSG provides administrative support for permanent personnel and Marine Corps student personnel assigned to attend school at the Naval Technical Training Center, Meridian, Miss.

Enlisted Marines receive entry level training in four Military Occupational Specialities (MOSs) by attending a school located at Naval Air Station Meridian. The entry level courses and the MOSs earned are Marine Aviation Operations Specialist Course (7041), Marine Aviation Supply Mechanized Course (6672), Aviation Logistics Computer Operator Course (6673), and Aviation Maintenance Administration Course (6046). In addition, refresher aviation supply and intermediate supply management level training is available. Marine Corps students also attend the Navy Religious Program Specialist "A" Course.

Depending on the course of study, Marine Corps students will attend classes of six to 11 weeks duration. All classes at the Marine schools are taught in the group-paced mode.

## Human Resources Office

The Human Resources Office provides comprehensive civilian employee services.

It attracts, builds, develops and retains a civilian work force of 210 different occupations with capabilities essential to the accomplishment of the Department of the Navy mission.

The department ensures a quality work environment through sensitive and responsive support systems.

It also applies continuous process improvement principles to the development and operation of

all human resource management systems.

Personnel specialists and assistants are available Monday through Friday from 0700 to 1530.

## Equal Employment Opportunity

The Equal Employment Opportunity (EEO) Office is responsible for all matters pertaining to affirmative employment or special emphasis programs and discrimination complaint processing. It plans, implements and monitors programs and procedures in support of the Navy's Equal Employment Program for civilian employees on base.

## Personnel Support Activity Detachment

The Personnel Support Activity Detachment (PERSUPPDET) Meridian was established September 27, 1979, as a one-stop service center. Commonly referred to as "PSD," its mission is to provide consolidated pay and personnel services at 32 naval activities in the central Mississippi/Alabama area, and to provide passenger transportation service to DoD sponsored travelers.

Approximately 2,000 active duty members are serviced by PSD. Major commands serviced include Training Air wing ONE, Naval Air Station and Naval Technical Training Center.

Official passport services are also available at the PSD Transportation Office.

PERSUPPDET Meridian is one of 18 detachments under the cognizance of Personnel Support Activity, Pensacola.

Service is our mission and we take pride in serving our customers' needs.

## Weather

Naval Oceanography Command Detachment Meridian provides routine aviation weather information on a 24-hour basis for all commands on board NAS Meridian, including TRAWING ONE, and for air crews of transient aircraft.

Services include, but are not limited to, continuous weather observations, short range and extended weather forecasts, weather radar interpretation, recorded phone

weather forecasts, recommendations for various hazardous weather warning conditions, and flight weather briefings for flight crews.

NAVOCEANCOMDET Meridian is under a Sub-Regional Forecast Center (SRFC) program; from 2100 until 0600 on weekdays, and from 1800 to 0800 on weekends and holidays, forecasting and issuance of warning responsibilities are turned over to NAVOCEANCOMDET Pensacola. However, a duty weather observer remains on watch to assist in obtaining Pensacola's services and to take local weather observations.

## U.S. Naval Investigative Service

As the primary criminal investigative and counterintelligence agency for the Department of the Navy, the mission of the Naval Investigative Service (NIS) is to support all commands in the discharge of that responsibility.

The NIS is a centrally directed, largely civilian, worldwide organization providing investigative support, both ashore and afloat, consistent with Department of the Navy policy, and with full regard for constitutional rights of individuals.

Although the organization is more than a century old, it wasn't until 1966 that it adopted the name NIS. Since then, it has expanded as the need for professional experience in the prevention, detection and investigation of criminal activity against Department of the Navy personnel and property has increased.

The NIS is part of the Naval Investigative Service Command (NISCOM), which is headquartered in Washington, D.C.

NIS is commanded by a rear admiral who reports directly to the Secretary of the Navy and the Chief of Naval Operations.

The Naval Investigative Service Resident Unit (NISRU) Meridian is located on the second deck of building 362, Naval Technical Training Center. NISRU Meridian is subordinate to the Naval Investigative Service Resident Agency (NISRA) New Orleans, Louisiana. NISRU Meridian's territorial coverage encompasses most of central Mississippi and central Alabama.

Currently, two special agents are assigned to the office. The normal hours of operation are 0700 to 1530, Monday through Friday. Special agents may be contacted at 679-2158. After hours, special agents may be contacted by calling Security at 679-2361.

## Regional Counterdrug Training Academy

Located in building 219 on NAS Meridian, the Regional Counterdrug Training Academy (RCTA) provides counterdrug training to civilian law enforcement officers from the states of Alabama, Louisiana and Mississippi.

This DoD funded academy is operated by active duty personnel of the Mississippi Army National Guard, and the instruction is primarily provided by experts drawn from the law enforcement community.

The academy offers enforcement level training, both in the classroom and in field exercises, utilizing the most up-to-date techniques and equipment available.

Established in 1992, the RCTA maintains an offensive posture in the war on drugs.

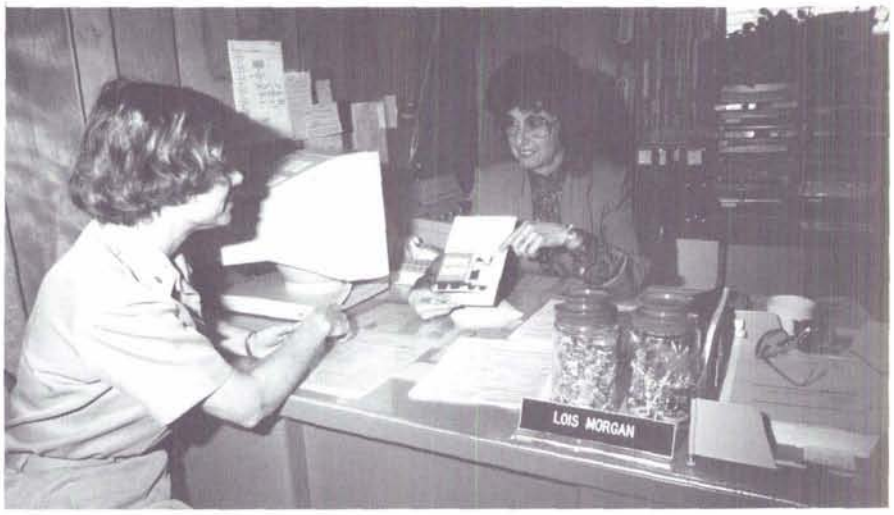
# Checking Aboard

Nestled amid the low rolling hills of east-central Mississippi lies Naval Air Station Meridian. It is located approximately 15 miles northeast of the city of Meridian between state highways 39 and 45.

Your first stop at Navy Meridian should be at PERSUPPDET Meridian, building 209, the third building on the right after you enter the main gate.

Normal working hours are Monday through Friday, 0700-1530. Duty personnel are aboard after normal working hours and on weekends and holidays.

When checking in for duty or TAD, a clerk will log in your




records, ensuring receipt of your original orders, service/medical/dental records and Personal Finance Record (PFR).

If reporting during non-working hours, you will be directed to report to the appropriate records section to complete check-in the next working day.

Services and times available at PERSUPPDET Meridian include:

(1) Active, retired and dependent ID cards ..... 0900-1430

(2) Educational services ..... 0700-1530

(3) Military pay ..... 0700-1530

(4) Official transportation arrangements ..... 0700-1530

(5) Official passport processing ..... 0700-1530

Leisure travel arrangements are also available at the SATO office, located across the hall from the base Post Office in building 209.

## Arriving

Meridian's airport is located in downtown Meridian approximately 20 miles from the main gate.

Greyhound has a terminal in Meridian, located at about the same distance from the base as the airport.

Amtrak provides service to Meridian with a terminal downtown.

There is no bus or shuttle service from the city of Meridian to the naval air station. Taxis charge approximately $20 for the trip out to the base.

Arriving by personal vehicle on I-20/59 puts you right in the middle of Meridian. There are signs posted detailing which exit to take. You'll end up on state highway 39 north out of Meridian. Posted signs will direct you off the highway down the Stennis Drive access road to the main gate.

Vehicles must be registered with Security at the Pass and Tag Office, located at the main gate.

Registration requirements are:

(1) Proof of ownership (state registration or title)

(2) Driver's license

(3) Valid inspection sticker

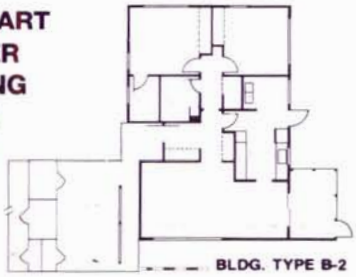
(4) Proof of insurance

Firearms must also be registered with Security. The serial number and manufacturer are required.

Pets must be registered at Security, too, and proof of a recent rabies vaccination is required.

# Housing

**CAPEHART OFFICER HOUSING FLOOR PLANS**



BLDG. TYPE B-2

BLDG. TYPE D-1

BLDG TYPE G-1

**TURNKEY HOUSING FLOOR PLANS**

BLDG. TYPE 2

BLDG. TYPE 1

## Housing Welcome Center

The Housing Office is located in building 423, the first building on your right after you enter the main gate. The hours of operation are 0700 to 1530, Monday through Friday. The telephone number is (601)679-2304/2520, or DSN 637-2304/2520. Navy regulations require all personnel to contact the Housing Referral Office before negotiating any agreement for off-base housing. The Housing Office staff is prepared to assist you with locating housing in the local community as well as on base.

*Housing Referral Services*

Finding a place to live can be a problem when moving to a new area. The Housing Referral Office promotes personalized and convenient service to all military personnel, married or single, in locating suitable off-base housing. Maps, local information on the community, schools, or shopping centers, and information on utility companies is available to familiarize you with the local community.

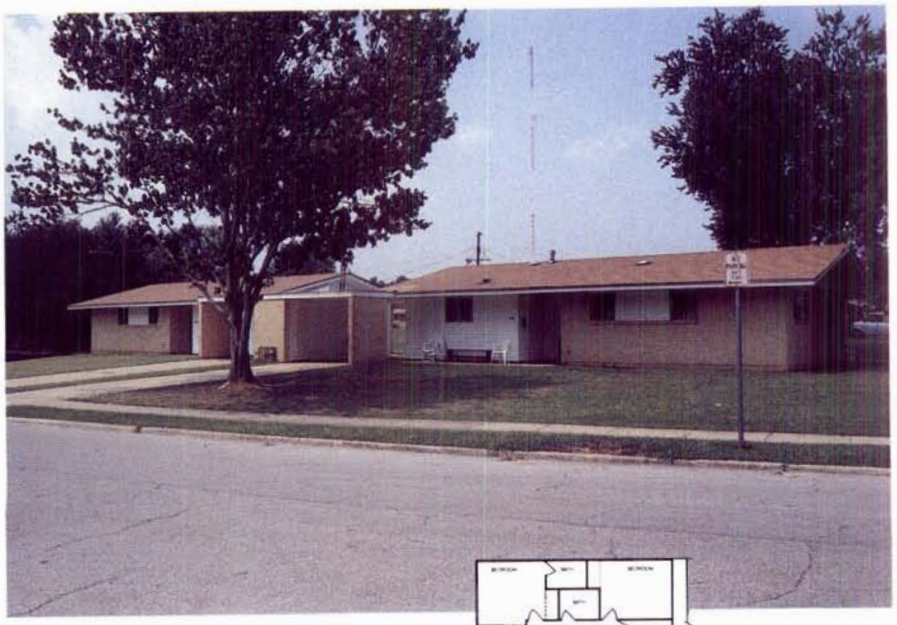
Housing Referral maintains a current listing of apartments and houses for rent. There is a shortage of available houses for rent, although apartments are normally available. Most apartments and houses require a six to 12 month lease. A list of houses for sale is also available.

*Family Housing*

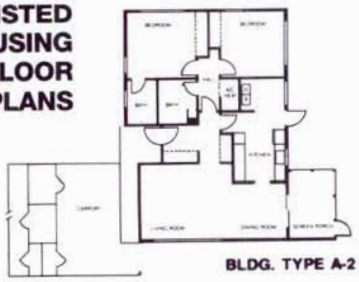
All permanent party military personnel pay grade E-l and above with accompanying dependents are eligible for family housing. There are 520 military family housing units at NAS Meridian. Capehart two-, three- and four-bedroom housing units were built in 1961, with 88 designated officer and 232 designated enlisted. Turnkey Housing was built in 1975, and consists of 200 two- and four-bedroom units. Twenty-four of these are designated for student pilots.

Pets are permitted (two maximum) in both Capehart and Turnkey housing. Occupants with pets who accept carpeted quarters must agree in writing to have the carpet professionally cleaned and sprayed prior to vacating housing. Occupants residing upstairs in two-bedroom quarters do not have yards.

All units have gas heat and electrical air conditioning, gas ranges, refrigerators, dishwashers, garbage disposals, single carports



## CAPEHART ENLISTED HOUSING FLOOR PLANS



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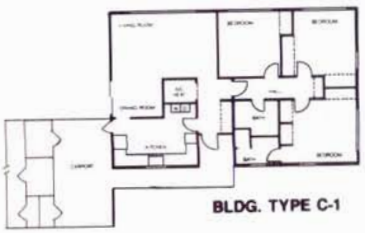

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BLDG. TYPE 6

BLDG. TYPE 5

and washer/dryer connections.

You may apply for family housing upon receipt of PCS orders. A housing application (DD Form 1746), along with one copy of your orders and one copy of your current Record of Emergency Data (Page 2), should be mailed to the Family Housing Office, P.O. Box 56, Naval Air Station, Meridian, MS, 39309-5000. The control date for assignment to housing will be the date of detachment from your last permanent duty station, provided the application is confirmed within 30 calendar days of report date. A copy of your Detaching Endorsement (DD-3067), and Reporting Endorsement (DD-3068), will be required at check-in. The control date for applications not received or confirmed within 30 days will be the date the Housing Office receives the required documentation.

Note: Assignment to family housing is for the duration of your tour at NAS Meridian.

*Billeting Office*

The Billeting Office (BQ) complex is capable of housing over 2000 male and female officer and enlisted personnel. There is a 24-hour central check-in service for all personnel at the front desk of building 218 (CBQ). Family units are available for short term stays for those who are departing or awaiting housing.

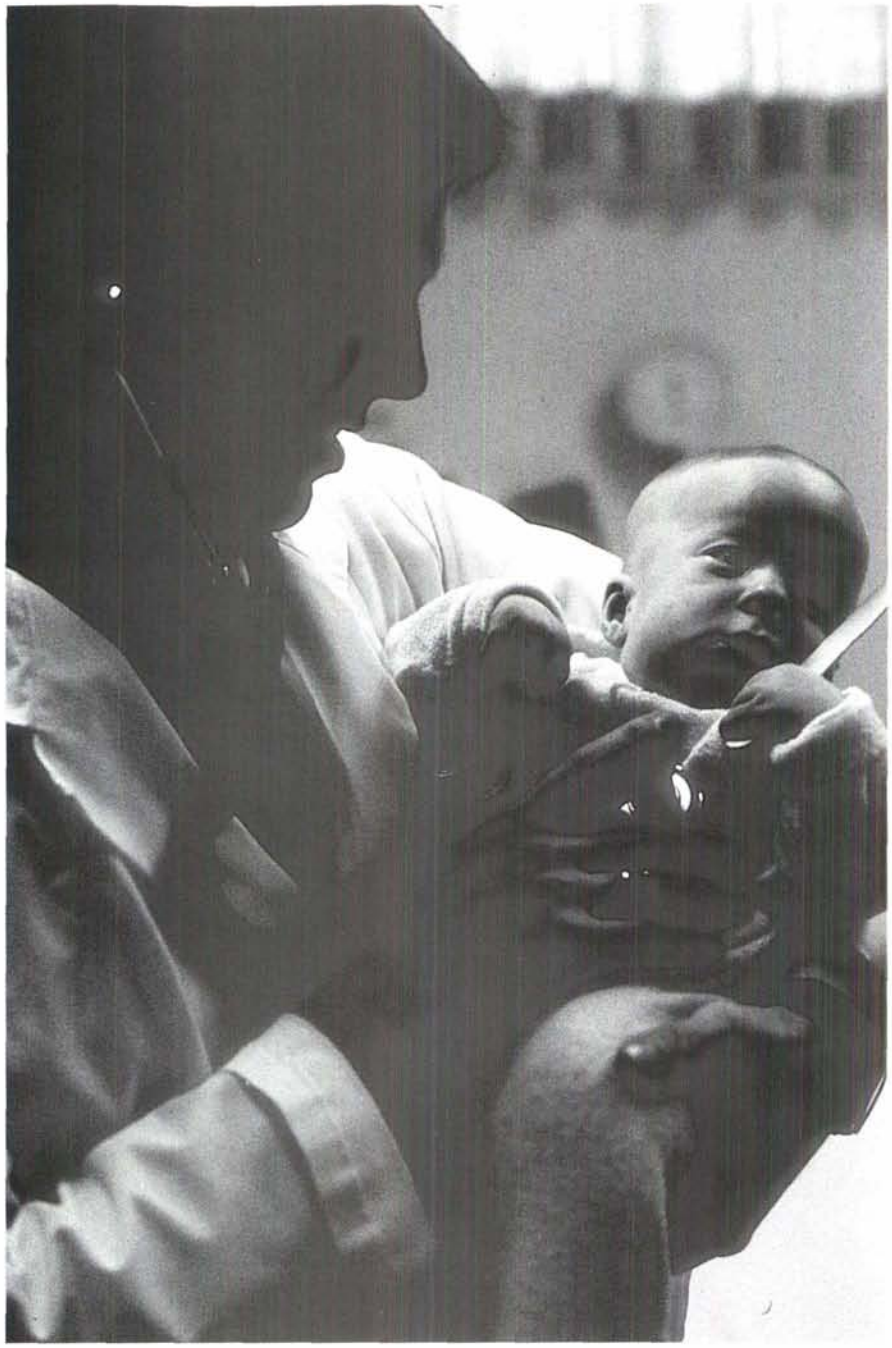
Reservations are accepted up to 30 days prior to check-in, but should be confirmed 72 hours before arrival. Initial reservations may be made via correspondence, message, or by calling DSN 637-2186.

# Base Services

## Naval Branch Medical Clinic

Due to the isolation of NAS Meridian and the limited medical services available, it is strongly recommended that all personnel with dependents purchase some form of CHAMPUS supplemental insurance. The clinic's Health Benefits Advisor (HBA) has a list of companies which offer supplemental CHAMPUS insurance, but you are solely responsible for the selection of any such company.

The following is a list of medical services available at the Branch Medical Clinic and the procedures for making an appointment.



*Dependent Medical Care*

Appointments are available on a space available basis for all authorized active duty dependents. Walk-in patients will not normally be seen unless they have a bonafide acute illness. Clinic hours are from 0700 to 1530 daily, Monday through Friday, with the exception of Thursday afternoons when the clinic is secured for training and field day.

Additionally, dependents' care may be obtained from local hospitals under CHAMPUS, a cost-sharing program for outpatient visits. Information about CHAMPUS is available from the Health Benefits Advisor. It is not necessary to obtain a nonavailability statement before going to a civilian doctor or hospital in the Meridian area.

To make an appointment, please call 679-2401/2402 between 0700 and 1500. It is best to call early in the morning.

*Military Sick Call*

Military Sick Call is a walk-in/appointment clinic for military (non-aviation) personnel. NTTC student sick call hours are 0615 to 0700, Monday through Friday. For staff military personnel, sick call hours are 0700 to 0900, Monday through Friday.

Appointments can be made for special medical problems. Appointments are scheduled from 0900 to 1100, Monday through Friday, and from 1300 to 1500, Monday, Tuesday and Friday. Special GYN problems are scheduled on Tuesday afternoons.

Aviation personnel sick call is held in the Aviation Medicine Department from 0700 to 0900, Monday through Friday, and 1300 to 1400 Monday, Tuesday, Wednesday and Friday.

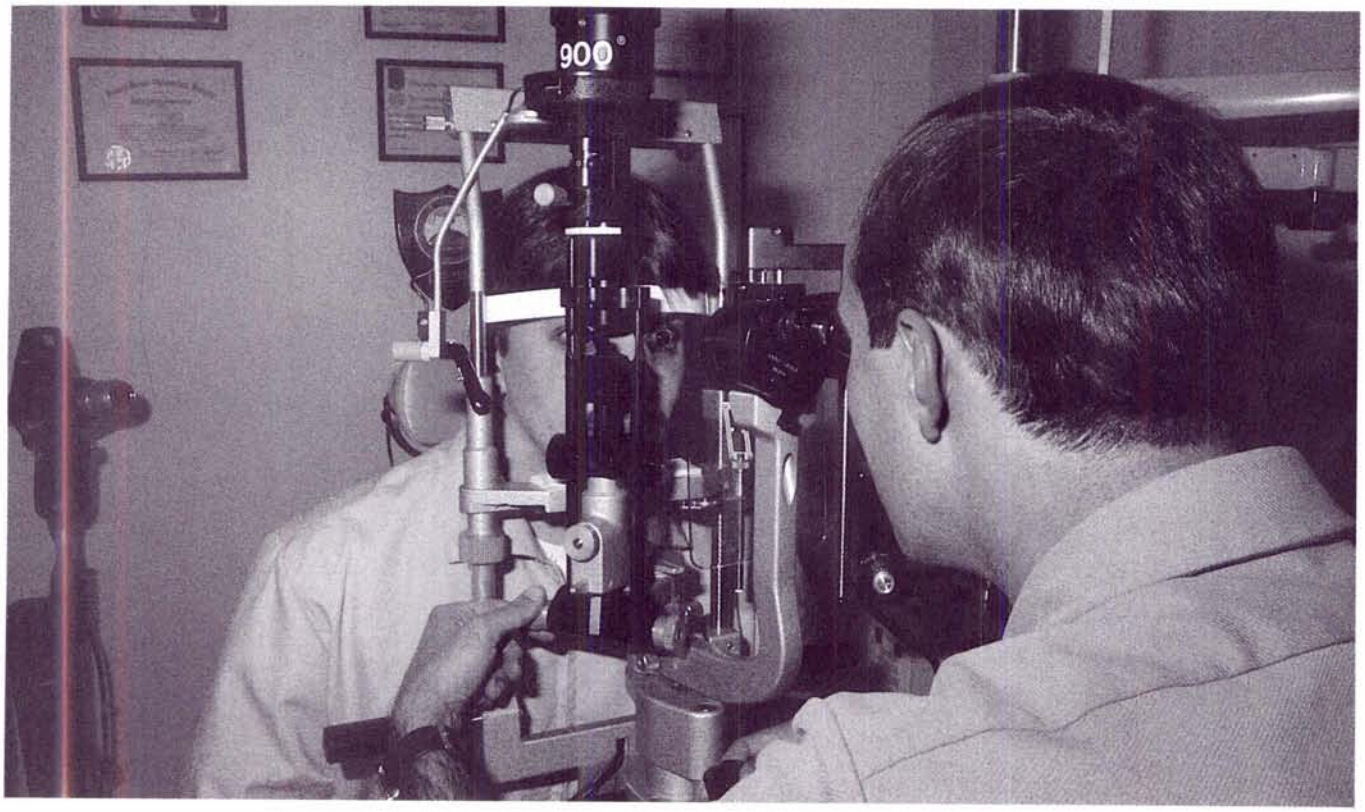
All personnel reporting to medical must obtain their medical record from the Medical Record Office in the main lobby.

Personnel with non-acute or chronic problems may be given an appointment or referred to local civilian care as appropriate.

*X-Ray*

The clinic is able to perform most routine radiographic examinations requested by physicians.

Certain diagnostic studies, such as fluoroscope examinations and



other special studies, are not available and are referred to either Naval Hospital, Pensacola, or if urgent, to a local hospital.

*Specialty Clinics*

Specialty services such as orthopedics, pediatrics, OB/GYN, and dermatology are not routinely available at this clinic.

Specialists from Naval Hospital, Pensacola, are available periodically and patients requiring these services will be scheduled as appropriate when referred by doctors in the Branch Medical Clinic.

Wart Clinic is scheduled at 1300 every Tuesday.

Immunization Clinic is a walk-in clinic. Hours of operation are 0730 to 1000, and 1300 to 1500, Monday, Tuesday, Wednesday and Friday.

Physical examinations for active duty personnel are performed on an appointment basis (679-2415). Exams for insurance and pre-employment are not available.

*OB/GYN Care*

Dependent PAP smears, birth control counseling, routine pelvic examinations and minor GYN complaints are conducted on an appointment basis each Tuesday.

Pregnancy tests are part of our laboratory services. Bring in your first morning urine specimen to the Ambulatory Care Clinic check-in desk before 1000, Monday through Friday.

*CHAMPUS*

A Health Benefits Advisor (HBA) is normally available from 0700 to 1130, and 1215 to 1530 to answer questions or assist in filing claims under CHAMPUS. The HBA is also available to provide presentations to groups upon request. Feel free to call 679-2315 or visit the office during normal working hours.

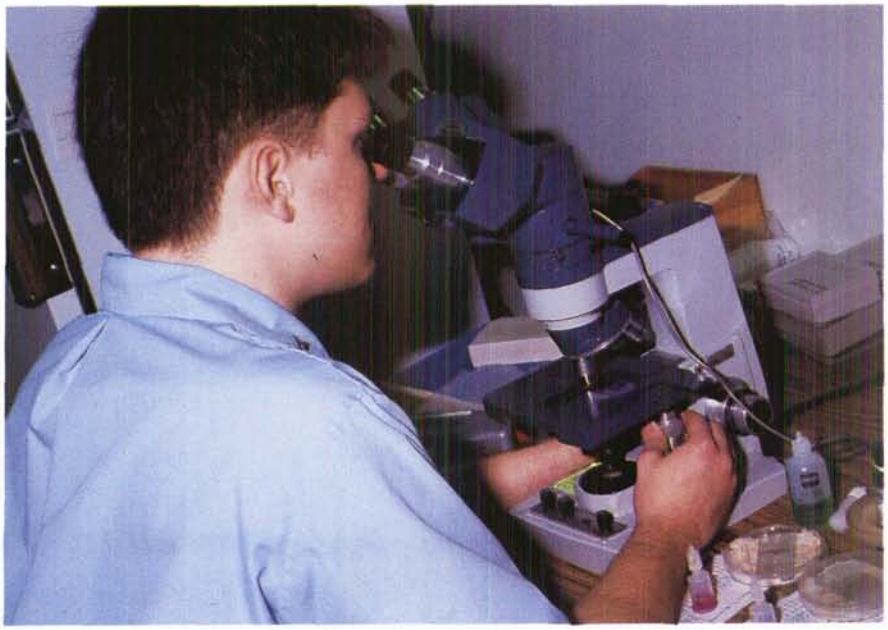
*Patient Contact Representative*

If you have problems or suggestions concerning clinic procedures or the treatment you receive, we encourage you to contact our Patient Contact Representative at 679-2414 or 679-2885.

*Optometry*

The Branch Medical Clinic has an optometrist assigned to do complete eye examinations. The Optometry Clinic services include ordering and repair of standard issue spectacles, determination of eyeglass prescription, and basic glaucoma testing. Call 679-2597 to schedule an appointment.

Dependent and retired personnel are seen on a space available basis only.



*Laboratory*

Tests ordered by civilian and military physicians can be performed by clinic staff. Some tests have to be mailed out by this facility with results returning in three to 14 working days. Certain tests also require fasting for a period of time.

Results for laboratory studies ordered by other medical facilities or private physicians are not available by phone and must be picked up by the patient, in person, at the Ambulatory Care Clinic check-in desk.

Cholesterol classes are available to patients on a regular basis. Contact the Ambulatory Care Clinic between 0700 and 1530 to sign up for classes.

*Pharmacy*

Prescriptions by licensed Mississippi, Alabama or military physicians within a 60-mile radius from the clinic may be filled from 0700 to 1530, Monday through Friday.

Refillable prescriptions may be ordered 24 hours a day by calling 679-2549. These refills will be ready the following working day after 1130. It is strongly recommended that routine refills be picked up at hours other than 1000 to noon, which are the pharmacy's busiest hours. Patients presenting refills at the pharmacy will be required to wait longer than normal in order to fill new prescriptions first.

*Pediatrics*

Patients 18 years of age and under must be accompanied by a parent or legal guardian.

Well-baby examinations are routinely done on Tuesday and Thursday between 0800 and 1000. An appointment is required.

To prevent needless exposure to disease, children without an appointment are not to be brought into the Branch Medical Clinic. These children may be dropped off at the appropriate child care facility while the parent is at the clinic. There is a charge for child care service.

*Medical Records*

Each outpatient health record is the property of the federal government and contains a chronological history of all treatment which has been administered to the patient. A record is normally maintained on each patient and may not be altered, added to, or disposed of except by government employees in the course of their duties. Outpatient health records must be maintained in the Health Records Department at the clinic. If the record is not on file, a delay in treatment may result.

To have a record transferred to or from any medical facility, visit the Health Record Office during normal working hours, 0700 to 1530, Monday through Friday.

Except where release is required by law, patients must approve the release of their medical records, in writing, to any agency or individual. Commanding officers, however, have the authority to request and receive information contained in the medical records of active duty members in their command.

Individuals are not permitted to obtain the medical records of their spouses or dependents over 18 years of age without written authorization.

Personnel scheduled for an appointment at another clinic or hospital are encouraged to obtain their record one day in advance and return the record to the clinic as soon as their appointment is complete.

Should you require copied portions of your record, please contact Health Records at 679-2683.

*Ambulance Service*

For ambulance service (on base only), call 679-2444. A situation requiring an ambulance may be defined as a condition endangering life or limb.

To request civilian ambulance service off base, call 911 from any off-base telephone.

Navy ambulance service is not authorized for response off base.

*Medical Power of Attorney*

In order for your children to receive medical care in your absence, a medical power of attorney is required; a note signed by the sponsor or spouse is not sufficient. This form will identify the individuals who are responsible for your children during your absence, and gives them the power to act according to your child's needs.

This form can be obtained from the NAS Legal Office or the Branch Clinic Health Records Office.

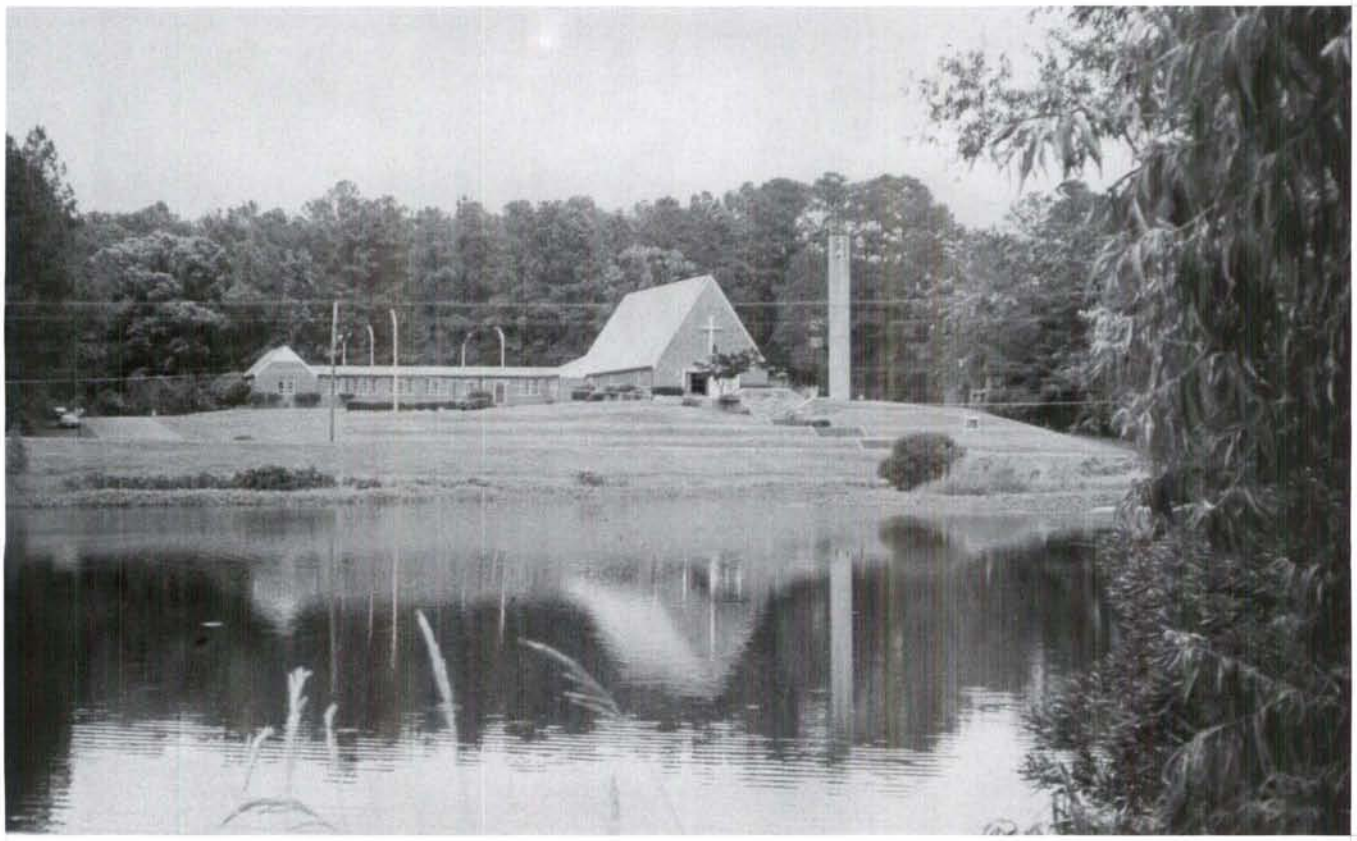
## Dental

The Branch Dental Clinic, a modern facility within the Naval Hospital Branch Medical Clinic, provides general dental care and specialty services in oral surgery, prosthodontics, restorative dentistry, and periodontics for active duty military personnel.

Dental treatment for dependents of active duty military personnel is limited to emergency care. Dependents are highly encouraged to enroll in the Active Duty Dependents Dental Plan.

Active duty personnel may report to sick call from 0645 to 0815, or 1245 to 1315, Monday through Friday.

The Dental Clinic does not operate on weekends or holidays, but duty personnel are on call in case of an emergency.



## Chapel

Dedicated on October 20, 1963, the NAS Chapel is the center of the Command Religious Program and the site of many activities. It is located in building 211.

The main sanctuary and the St. Joseph Cupertino Chapel, seating 225 and 40 people respectively, are open daily for prayer and meditation.

In addition to regular Catholic and Protestant worship, Christian education and pastoral counseling programs, the chapel also is available for weddings, baptisms, winging ceremonies, memorial services, workshops and other functions. Such functions can be arranged through the Navy chaplains assigned, and must be scheduled in advance.

The duty chaplain is on call for emergencies after hours through the Command Duty Officer (CDO) or station security.

The Chapel staff can provide information on pastoral services available in the Meridian and Lauderdale County area.

*Chapel Schedule*

Office hours are from 0700 until 1530, Monday through Friday. Schedules for meetings and services at the chapel are:

**Monday**

0900 — Communion service in the small chapel
1130 — Mass in NTTC Admin Bldg.
1600 — AA

**Tuesday**

0900 —Communion service in the small chapel
0900 — Spouse Bible study
1130 — Mass in the CTW-l Bldg.
1130 — AA
1830 — Choir practice

**Wednesday**

1130 — Mass in the small chapel
1730 — Catholic Youth Group (CYG)
1830 — 1st Communion and Confirmation Classes (CCD)

**Thursday**

0610 — Prayer breakfast in fellowship hall
0900 — Mass in the small chapel
1130 — AA

**Friday**

1100 — Stations of the Cross (for Lent)
1130 — Mass in the small chapel
1830 — Friday night at the movies

**Sunday**

0800 — Sunday Religious Education Program (Bldg. 206, September through May)
0800 — Catholic Religious Education classes (September through May)

0800 — Religious Education (CCD) Program (preschool through sixth grade, MWR Bldg.)
0900 — Sacrament of Reconciliation
0915 — Catholic Mass in main chapel
0930 — Protestant Sunday School
1040 — Fellowship in the fellowship hall
1100 — Protestant Worship Service in main chapel
1120 — Protestant Children's Church

## Post Office

A branch of the Meridian U.S. Post Office is located in building 209.

Full postal service is available Monday through Friday from 0730 to 1300, and 1330 to 1600. Express mail service is also available for next day delivery. The Post Office is closed on Saturday, Sunday and federal holidays.

The NAS Navy Mail Room is located in back of the Meridian Post Office. Mail call and other mail-related services (mail collection, delivery and directory service on station) are available Monday through Friday from 0800 to 1500. An additional NTTC Mail Room is available for NTTC students Monday through Friday from 0900 to 1500. Both mail rooms are closed on Saturday, Sunday and federal holidays.

## Navy Exchange and Commissary Mall

The Navy Exchange and Commissary Mall, which provides all the conveniences of a small shopping center, is centrally located near both accompanied and unaccompanied personnel quarters.

The mall houses a Commissary store, bank, Navy Exchange, beauty shop, barber shop, bowling alley, laundry and dry cleaning shop,

McDonald's restaurant, uniform shop and cashier's cage.

The Navy Exchange offers a variety of the latest merchandise as well as personalized services, an optical shop, flower shop and Western Union service.

A snack bar and barber shop are located in the hangar.

The Country Store, located in the Navy Exchange gas station building, features gardening and pet supplies, sporting goods, soft drinks, quick food items, and TV and video rental.

The Consolidated Package Store is located northwest of the main retail store.

There also is a small retail store, barber shop, snack bar and phone center located in the NTTC complex.

## Navy-Marine Corps Relief Society

Navy and Marine Corps personnel and their dependents who find themselves faced with an emergency can receive monetary assistance from the Navy-Marine Corps Relief Society.

The Navy-Marine Corps Relief Society can assist with grants or loans for car repairs, settling up new households, medical bills and emergency transportation. It can also help with dependent dental bills, funeral expenses, emergency housing and school loans.

The office is located in room 108 of the Training Building and is open from 0915 to 1200, Monday, Wednesday and Friday.

The Thrift Shop, located in building 204, welcomes your contributions of unwanted items and your patronage.

The Navy-Marine Corps Relief Society offers free layettes, "junior seabags" containing essential items like sweater sets, bibs, and nightshirts for newborns of service members, E-4 and below. E-5 and above must show financial need.

A Navy Relief Society visiting nurse also is available for newborns and other follow-up nursing care.

All Meridian Navy Relief programs, except the visiting nurse program, are staffed entirely by volunteers. As a volunteer, you receive valuable training and experience as well as reimbursement for travel and free child care.

Any talent, time and energy you have to contribute to our Navy and Marine Corps family in the Navy-Marine Corps Relief Office, Thrift Shop, or at home making layette items is most welcome.

## Red Cross

Many varied and important services are offered by the American Red Cross to military personnel and their dependents.

The American Red Cross Office is located in the Family Service Center.

The American Red Cross provides services which include: rapid communication between service members and their families in all parts of the world; guidance and counseling in personal and family problems; and communication for service members and/or their commanding officer when facts are needed to determine the necessity for emergency leave.

The American Red Cross can arrange financial assistance in the form of loans and grants to enable service personnel to take leave when illness or death occurs within the immediate family and when the emergency has been verified by the American Red Cross.

The organization, staffed by one paid, part-time worker and numerous volunteers, also can arrange financial assistance for the service member and/or family when emergencies arise which are beyond their control.

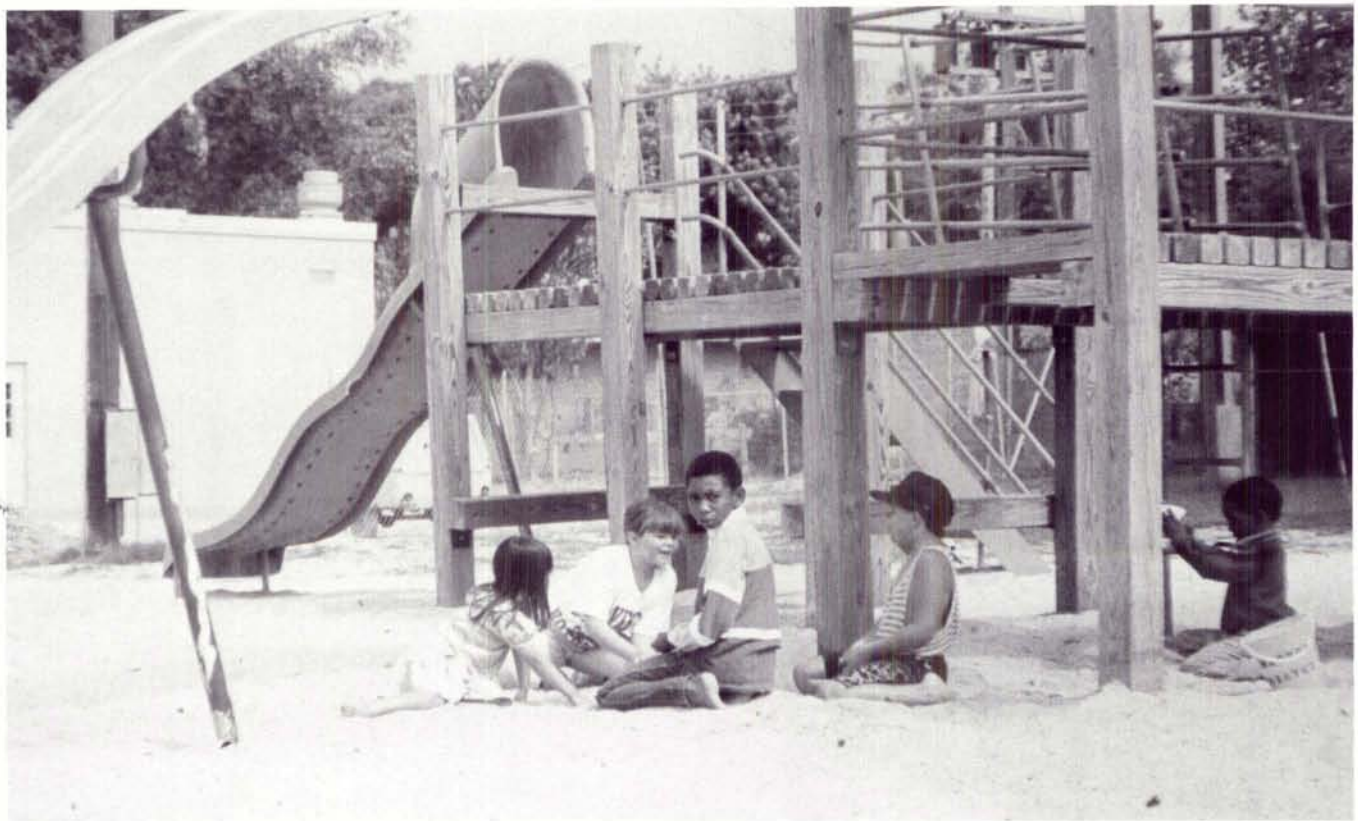
The American Red Cross is open Monday through Friday from 0800 to 1200.

# Recreation

Thanks to its hospitable climate, Mississippi is one of America's great "outdoor states."

The mild temperature is reflected in the numerous open-air events held here throughout the year which are enjoyed by residents and visitors alike. A few of these include: the Jimmie Rodgers Music Festival each May in Meridian; the Choctaw Fair, a thrilling taste of American Indian life, held annually on the Pearl River Reservation near Philadelphia; and "The World's Largest House Party," the Neshoba County Fair, also held each year in Philadelphia.

The numerous events scheduled each year in Meridian's Highland Park also provide a unique experience; to walk through a shady town



square jammed with festive booths and displays of homemade articles, listening to the ringing of a banjo, watching children take turns with the ice cream freezer, is to recapture some of the genuineness of the American experience.

In addition, Mississippi offers nature trails and lovely gardens wherever you might choose to wander. Rock hounds will delight in the world's second largest petrified forest, located in Flora, Mississippi.

Familiar, nostaglic, unusual, relaxing or exciting — it's all right here in Mississippi, and it's yours for the asking all year 'round.

Recreation is a key word at Navy Meridian and the facilities and services offered can be matched by few military bases.

## Youth Activities

The Youth Center is open to all military dependents ages 6-18. Instructional classes are offered for a minimal fee in gymnastics, piano, karate, bowling, ballet, pom-poms, golf and craftmaking. The facility is equipped with ping-pong tables, pool tables, foosball, a TV and VCR, a stereo, a piano and numerous board games.

Navy Meridian sponsors scouting programs for our dependent youth — Tiger Cubs, Cub Scouts, Webelos, Boy Scouts, Daisy Scouts, Brownies, Juniors and Cadets.

Our youth sports include Tee-Ball, coach pitch, co-ed youth softball, basketball, soccer, bowling, golf and swimming.

The NAS Meridian pre-teen and teen groups meet bimonthly to discuss business and activities for the upcoming month. These clubs are for ages 7-18.

Summer youth activities include a day camp program for ages 6-13, and various instructional programs.

## Child Development Center

The "Coy Stennis" Child Development Center, for children of active duty personnel and civilian employees (space available), consists of the main center and an auxiliary location called the Transformer. Both have indoor and outdoor play areas.

The center, under the supervision of qualified staff members, sponsors educational programs, hot nutritional meals and a safe, secure social environment.

Cribs are available for infants, as are mats or cots for older children. In addition to a large variety of toys and playground equipment, there

are records and a television set for the children to enjoy.

The age limits are four weeks (with a doctor slip) to 36 months at the main center, and 3 to 6 years at the Transformer. Hours are Monday through Friday from 0600 to 1700.

## Auto and Wood Hobby Shop

The Auto and Wood Hobby Shop, located in building 272, provides a full staff to assist you with all of your automotive repair and woodworking needs.

The Auto Shop provides a large array of tools and indoor/outdoor stalls for your use. Special equipment available includes two outdoor lifts, tire changing machines, a cherry picker engine hoist, an inground rotary lift, a steam cleaner, various welding machines, and equipment to test your car's engine and electrical systems.

The Wood Shop offers all types of woodworking tools for the amateur or experienced carpenter. Some of the available equipment includes table saws, radial arm saws, shapers, a wood planer, mounted sanders, band saws and all types of hand tools. Beginning woodworking classes are offered throughout the year.

## Clubs

The Lakeside Club provides all hands dining and separate lounges for officers, enlisted and CPOs.

Open seven days a week, the recently renovated Images Recreation Center offers a wide variety of things to do, from dining at its snack bar to disco dancing. The famous Pizza Bar provides a variety of toppings. You can eat in or take out.

The Images Recreation Center provides video machines, movies, foosball, pool tables and a schedule each month full of events such as dance contests, lip sync and talent nights, pool tournaments, arm wrestling, hula hoop competitions, disc jockey talent nights and much, much more.

While here at NAS Meridian, stop in and visit. As part of the MWR Department, we are here to provide the best in service and entertainment for you.

Images Recreation Center's normal operating hours are:

Sunday-Thursday ..... 1600-2200
Friday ..... 1600-2400
Saturday ..... 1200-2400

The snack bar is open seven days a week from 1600 to 2200.

## Library

The NAS library offers complete, modern library service and resources to the entire base community to support education, information needs, career development, and profitable use of leisure time.

The library contains 15,500 volumes of assorted fiction and non-fiction books, 30 periodical subscriptions and a record album collection that includes classical music, foreign languages and show tunes. The library is located in building 215.

## Racquetball/ Handball Courts

A special feature of the NAS recreation program is the handball/ raquetball facility. There is no charge for using one of the two courts, but an appointment is necessary.

## Information, Tickets and Tours

NAS Meridian's ITT Office, located in the MWR Office, provides information on leisure activities and opportunities on and off base.

ITT provides a reservation service for musical, theatrical, sporting and special event tickets when available; assistance with individual tour and travel arrangements; group tours; hotel and rental car information; and other associated services.

Free maps and brochures about the major recreation attractions located in the South also are available.

## Horse Stable

The horse stable on base has horses for rent on an hourly basis during weekends and holidays between 0900 and sunset. Additionally, a limited number of horses are available to lease during the weekdays. The stable also provides rental space for boarding your own horse at a reasonable rate.

The base provides many beautiful backwoods trails for riding, so come on out and enjoy!

## Gymnasium

The NAS Meridian gymnasium in the Sonny Montgomery SportsComplex is a full-service facility with everything for the fitness-minded person. Facilities include a full weight room, gymnasium equipment, indoor and outdoor basketball courts, saunas, tennis courts and a Nautilus fitness center. Use of the Nautilus center requires a membership or daily fee.

## Sportsmen's Association

The Sportsmen's Association offers organized hunts, barbecues and fellowship with other hunters.

On-base hunting, in season, is organized by club members.

Each season offers new game that heavily populates the more than 8,000 acres that make up the air station.

## Water Sports

The two pools located on base are open for recreational swimming from late May through September each year. The dome-covered pool is open year-round.

Adult and youth "learn-to-swim" classes are available throughout the year. Facilities are open to all personnel, their dependents and authorized guests.

Boating, fishing, camping and other recreational equipment is available for rent from the MWR department.

## Golf Course

Spread throughout a beautiful setting of heavy woods and ponds the 18-hole golf course offers a fun challenge for both the amateur and experienced golfer.

The clubhouse is equipped with the Sand Trap Snack Bar for short-order food and beverage service, a large dressing area complete with lockers and showers, and the Pro Shop which provides a large assortment of golf equipment and apparel.

## Bowling Center

The modern 12-lane Brunswick bowling center is available for league and open bowling seven days a week.

The bowling center also has a snack bar for those between-game munchies, and an area with amusement machines.

## And There's More...

The base has several tennis and basketball courts, football, soccer, and softball fields, a fitness trail, and a 2.5 mile jogging trail that winds around Lake Helen.

A variety of youth sports and a very competitive intramural program are sponsored at the base.

The Meridian community also offers many recreational activities. The City Parks and Recreation Department provides craft courses on "how to" subjects.

There are swimming facilities and several top flight golf courses and country clubs in town.

## Meridian Surrounding Area

Meridian is centrally located in the southeast and offers easy access to the Mississippi, Alabama and Florida Gulf Coast.

About 120 miles west of Meridian lies Vicksburg, the site of one of the most important battles fought in the Civil War.

Running along the Mississippi River is the Natchez Trace National Parkway. The parkway was once an Indian path, then a wilderness road, between Natchez and Nashville. From 1800 to 1830, it became a highway binding the old Southwest to the Union. The Natchez Trace has been a vital factor in the growth of the southeast and our nation. Today, historic markers, exhibits and trails explain why this frontier has been remembered and will help you understand its history.

Near Meridian, there are some 4,000 acres in the upper reaches of the Lake Okatibbee reservoir area that are licensed to the Mississippi Fish and Game Commission as a game management area for public hunting.

The Meridian/Lauderdale County Partnership, Chamber Division, has brochures on Lauderdale County area attractions and statistical information for newcomers. For more information, contact the Chamber at 693-1306.

# Meridian

Lying 15 miles southwest of the naval air station is the progressive and rapidly growing city of Meridian.

When pressed for a one-word description of the city, natives and visitors alike would probably choose "friendly." Others describe Meridian as "beautiful," "accessible" and "a good place to raise a family."

Meridian is located 155 miles southwest of Birmingham, Alabama; 90 miles east of Jackson, Mississippi; 185 miles north of New Orleans, Louisiana; and 180 miles north of Pensacola, Florida.

Airline, bus and train services are available. Modern highways criss-cross the rolling countryside, leading to major surrounding cities and numerous recreation and historical sites.

Many industries have chosen the area as home because of the strategic location for transportation purposes and excellent local labor force. Major categories of manufacturing are wood, clothing apparel, metal fabrication and electronic equipment.

The city of Meridian is home for approximately 47,000 people. Many homes are located on rolling terrain, graced by native pines and hardwoods. There are a variety of local housing choices with reasonable rental rates and purchase prices. Numerous motels serve the many visitors and newcomers.

Meridian's public school system is ranked among the finest in the South. It is one of only 122 systems out of 3,000 in the 11 state area that has elementary schools fully accredited by the Southern Association of Colleges and Secondary Schools. The four Lauderdale County schools offer kindergarten through grade 12, and also are fully accredited. In addition, parochial and private schools are available.

Opportunities in higher educa-

tion are offered on the Meridian Community College campus. The fully accredited college offers both day and night courses. In addition, a degree-granting branch of Mississippi State University is located on the campus, enabling students to take third and fourth year college courses or earn a master's degree.

With three private hospitals serving the area, Meridian is a medical center for all of eastern Mississippi and western Alabama. There is a mental health clinic, a hearing and speech clinic and a state mental hospital.

The local entertainment and art scene offers exceptional opportunities not often found in a town of Meridian's size. The Meridian Little Theater presents four plays each season. Many military personnel have appeared on stage or worked behind the scenes; newcomers are always welcome.

Local musicians and singers combine their talents to form the 65-piece Meridian Symphony Orchestra and the Meridian Symphony Chorus.

The Meridian Art Museum is open year round and features local and area artists in showings open to the public.

Amusements and tourist attractions in the Meridian area cater to both the young and the "young at heart."

The Sam Dale Memorial Park, located at Daleville, is in honor of the famous historic Indian fighter.

Highland Park, home of one of only two working Dentzel carousels built in the 1890s, is the location of the Jimmie Rodgers Museum honoring the famed "Singing Brakeman" of the 20s often referred to as "the father of country music."

Merrehope, a beautiful restored antebellum home, and the Frank W. Williams Home, a restored Victorian house circa 1886, are both open daily

for tours.

The National Fish Hatchery and Aquarium, located near Meridian's Key Field Airport on Highway 11 South, is open daily.

First opened in 1890, The Grand Opera House of Mississippi was the most spectacular stage of its time in the South. Lauded as the South's only second-level opera house, efforts have begun to restore it to its original state.

All car lovers will enjoy touring the Collector's Car Museum, which houses more than 100 collectible cars. Located on North Frontage Road, the museum is open year round.

Lauderdale County and the surrounding area are served by a daily and Sunday newspaper, *The Meridian Star*.

Cable television facilities are available, and there are numerous radio stations.

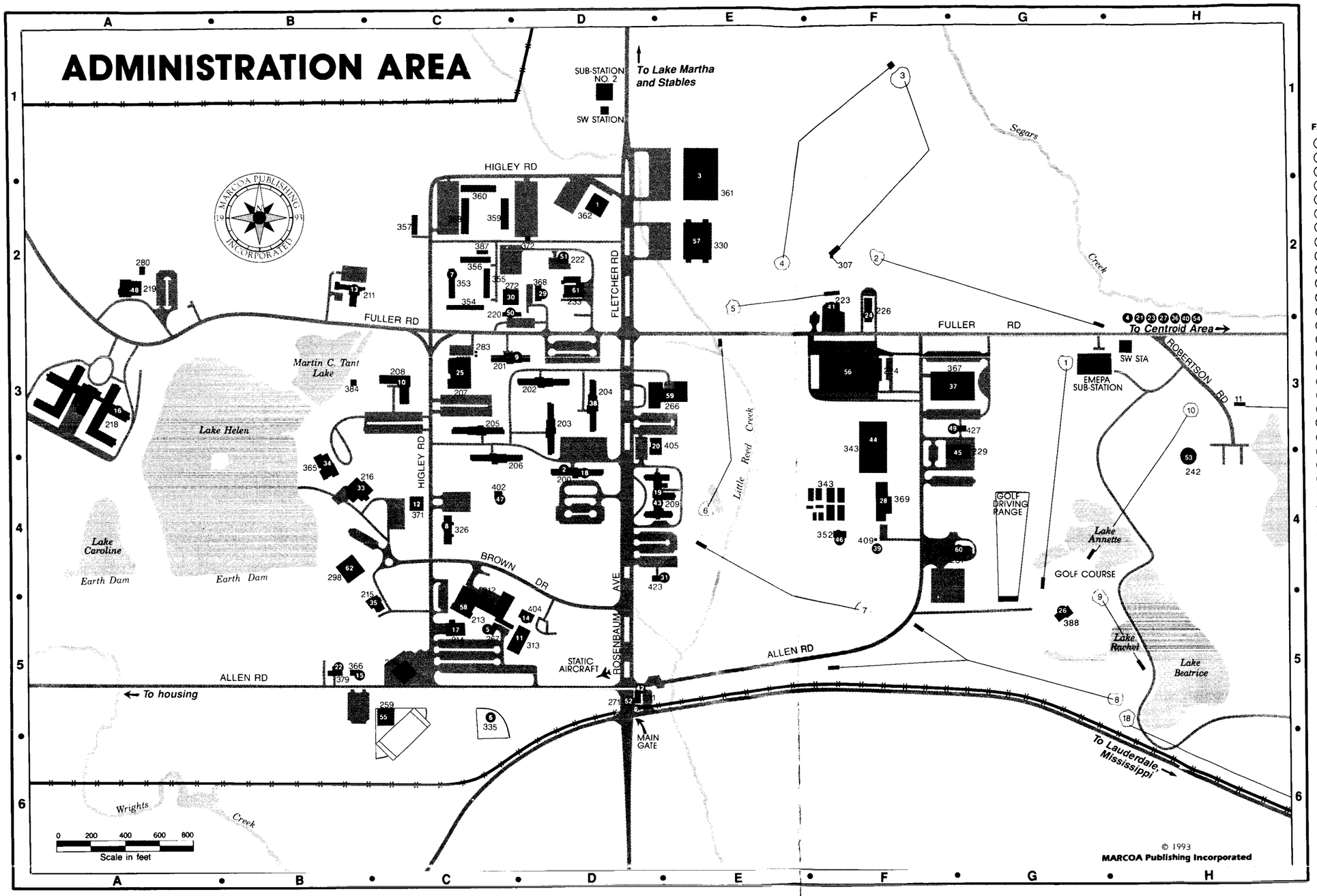
Two movie theaters with a total of eight screens provide first-run feature films.

There are over 100 churches representing 25 denominations located in the city.

The Meridian/Lauderdale County Chamber of Commerce supports the base in many ways through a very active Military Liaison Committee.

Meridian also has a chapter of the Navy League of the United States, which is responsible for giving scholarships to deserving dependents of enlisted personnel so that they can attend Meridian Community College. They also present the annual "Instructor of the Year" and "Military Citizen of the Year" awards.

As you can see, Meridian has much to offer, but to sum up the atmosphere in one word, it's definitely "friendly!"

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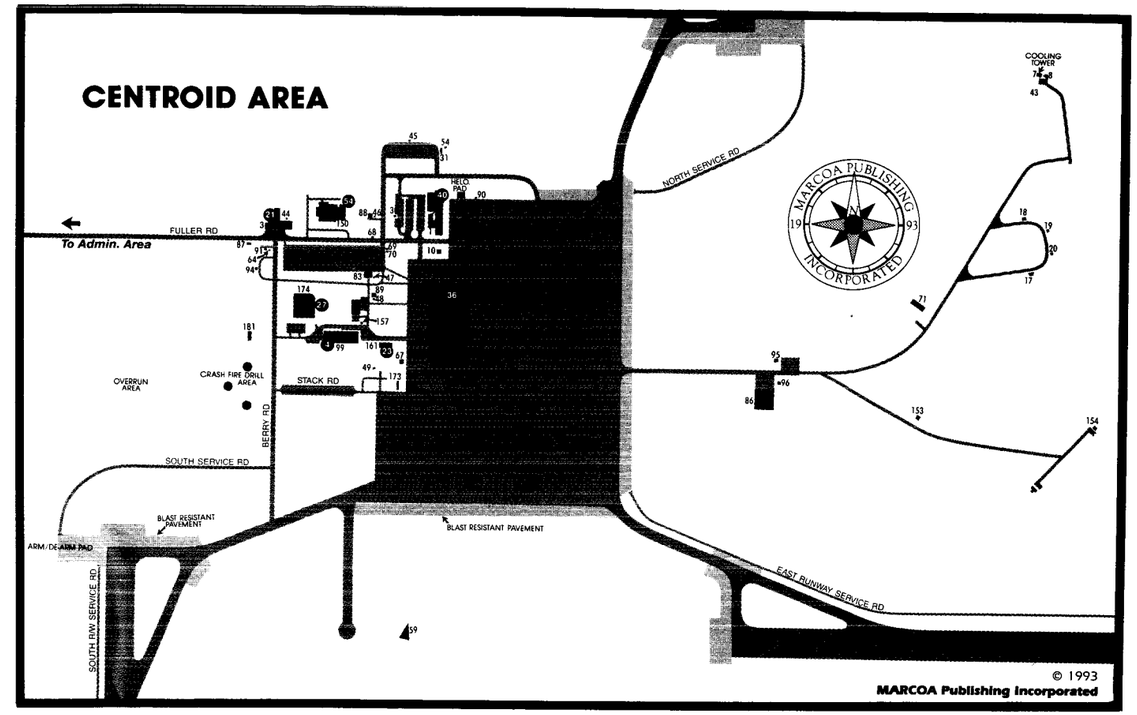


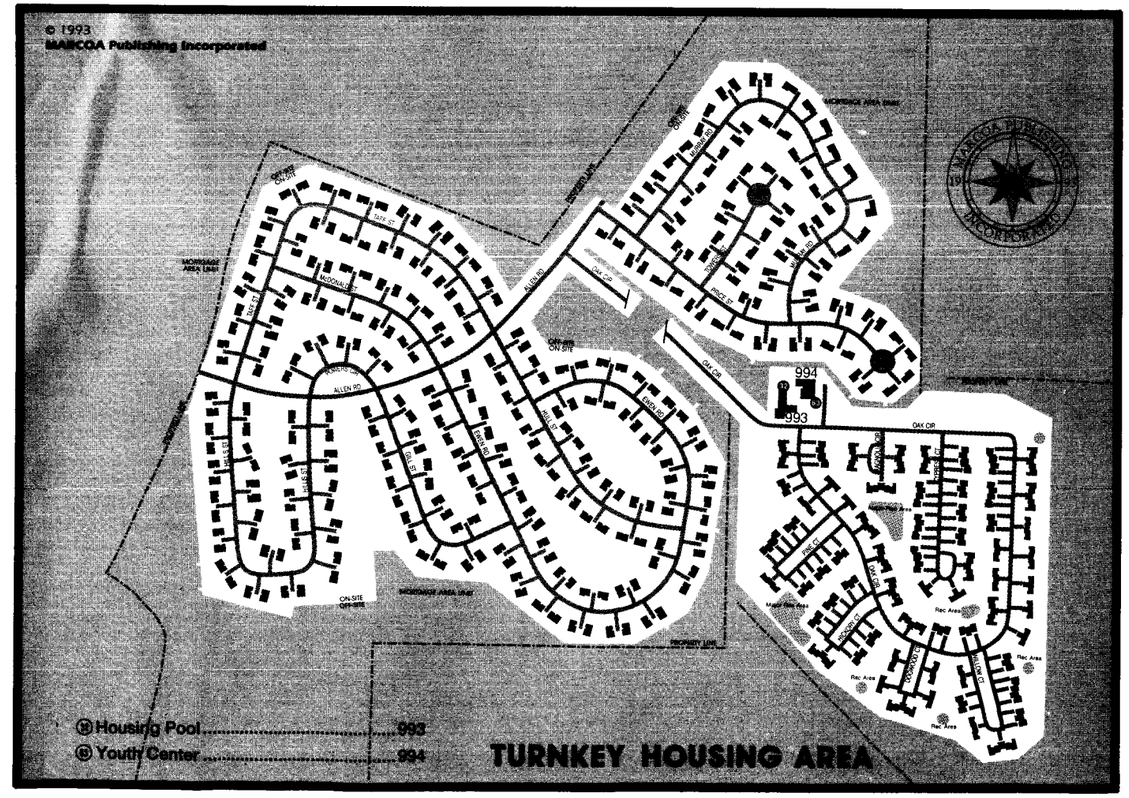

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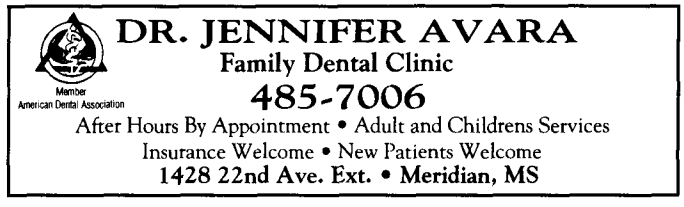

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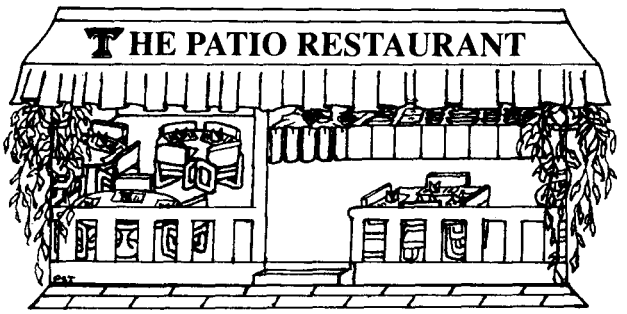

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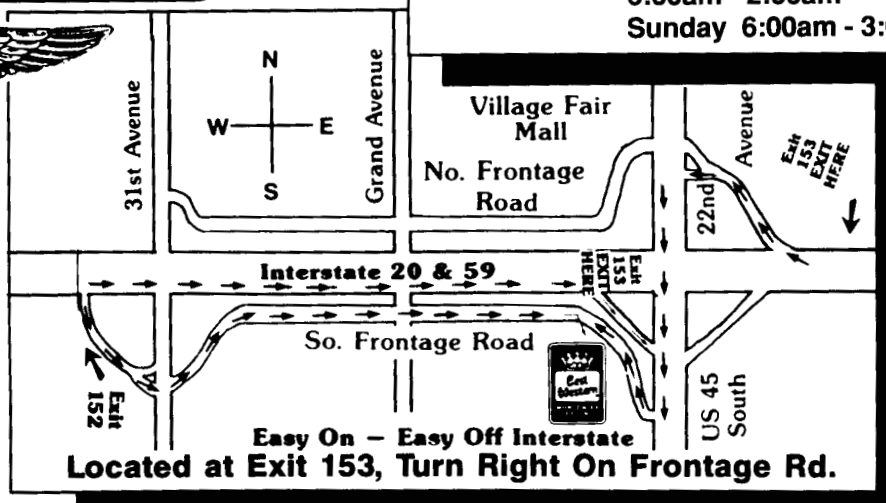


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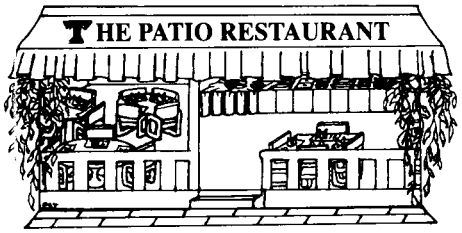


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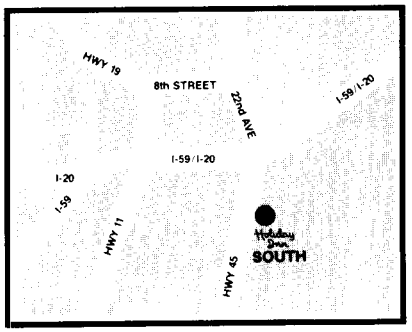


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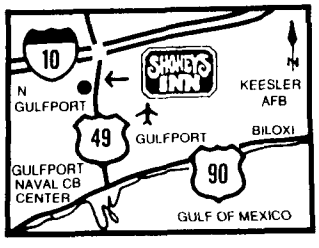


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Bone & Joint Surgery, Sports Medicine
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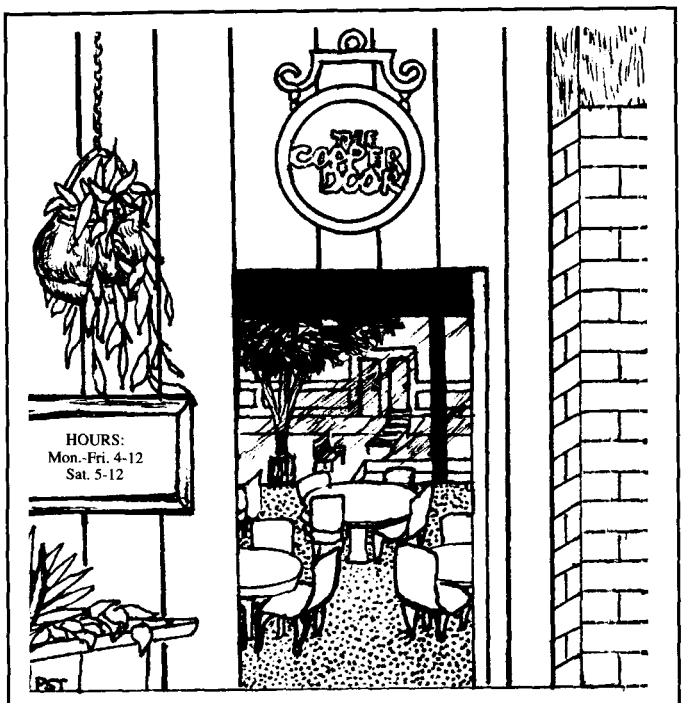


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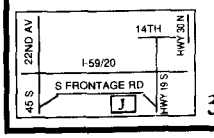


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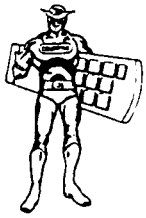

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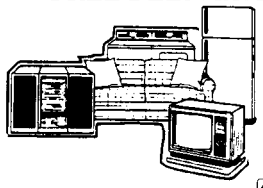

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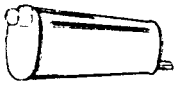

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# IMPORTANT TELEPHONE NUMBERS

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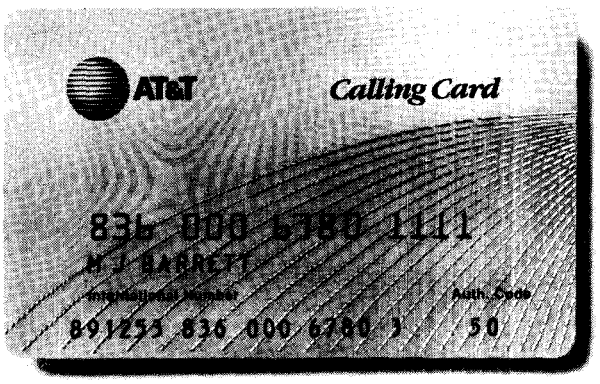
# NOTES

# To help you keep in touch.

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# TELEPHONE DIRECTORY

## NAVAL AIR STATION MERIDIAN, MISSISSIPPI

**Prefix 679-**
**Area Code (601)**
**DSN Prefix 637-**

## EMERGENCY NUMBERS

EMERGENCIES
- STATION ..... 7+911
- HOUSING ..... 911

FIRE ..... 679-8888
..... 3333/3334

AMBULANCE (only) ..... 2444

MEDICAL EMERGENCIES ..... 2683

SECURITY EMERGENCIES ..... 2361

DUTY CHAPLAIN (Contact CDO for number) ..... 2528

FAMILY HOUSING
- FIRE, MEDICAL, & SECURITY EMERGENCIES ..... 911

EMERGENCY SERVICE WORK
- (During Work Hours) ..... 2555
- (After Work Hours) ..... 679-7001

PUBLIC WORKS EMERGENCY SERVICE
- (During Work Hours) ..... 2755
- (After Work Hours) ..... 2151/2528

DENTAL EMERGENCIES
- (During Work Hours) ..... 2682/2674
- (After Work Hours) ..... 2891

NAVY RELIEF ..... 679-7128/2504

RED CROSS ..... 2679/2185

TELEPHONE TROUBLE CALLS ..... DAIL "0"

## DUTY OFFICERS

NAS- COMMAND DUTY OFFICER ..... 2528
- DUTY CHAPLAIN (Contact CDO) ..... 2528
- OPERATIONS DUTY OFFICER ..... 2505/2470
- AIR TRAFFIC CONTROL DUTY OFFICER ..... 2489
  - (After Work Hours) ..... 2505/2470
- COMMUNICATIONS WATCH OFFICER ..... 2791
- LOCATOR: NAS ..... 2301
  - NTTC (During Work Hous) ..... 2661
    - (After Work Hours) ..... 2528

CTW-1 -COMMAND DUTY OFFICER ..... 2448/2619

VT-7 - OPERATIONS DUTY OFFICER ..... 2321
- (After Work Hours) ..... 2619

VT-19 - OPERATIONS DUTY OFFICER ..... 2330
- (After Work Hours) ..... 2619

NTTC - COMMAND DUTY OFFICER ..... 2648/2649

## COMMANDER TRAINING AIR WING ONE CTW-1

WING Commander ..... 2148/2193
Chief Staff Officer ..... 2193/2148
Security Manager ..... 2148/2193

Command Duty Officer ..... 2448/2619
Command Master Chief ..... 2308/3419
Security Manager ..... 2384/3419

**SPECIAL ASSISTANTS**
Aeromedical Safety Officer ..... 2192
Career Counselor (ADU) ..... 2411/2588
Chaplain (ADDU) ..... 2319/2139
Environmental Specialist (ADDU) ..... 2113/2417
Civilian Personnel Officer (ADDU) ..... 2604/2605
Comptroller (ADDU) ..... 2541/2133
Deputy EEO Officer (ADDU) ..... 2341
Drug & Alcohol Program Advisor (ADDU) 2828
Flight Surgeon ..... 2825
Human Resources Officer (ADDU) ..... 2100
Internal Review (ADDU) ..... 2120
Judge Advocate (ADDU) ..... 2758-2590
Marine Liaison ..... 2572/2317
Occupational Safety & Health (ADDU) ..... 2313
Public Affairs Officer (ADDU) ..... 2318/2602
Safety Officer ..... 2437
Senior Marine ..... 2317
Supply Officer (ADDU) ..... 2165/2594
Training Officer ..... 2522
T-45 Coordinator ..... 2122

**ADMINISTRATION**
Administrative Officer ..... 2800
Manpower Specialist ..... 2384

**CNATRA CONTRACTS ADMINISTRATION RESIDENCY (CCAR)**
Industrial Specialist ..... 2435
Simulator QA Specialist ..... 2481
T-2/A-4 QA Specialist ..... 2175
Property Management Specialist ..... 2175
AIMD CCAR ..... 2175

**OPERATIONS**
Operations Officer ..... 2706
ADP ..... 2465/2459
Standardization/NATOPS ..... 2312
Student Control ..... 2312/2761
Landing Signal Officer ..... 2761
Instructor Training Unit ..... 2823
Airspace Liaison Officer ..... 2312

**MAINTENANCE**
Maintenance Officer ..... 2320/2496
Maint Monitoring Team ..... 2678/2175

**TRAINING**
Training Officer ..... 2172/2481/2180
Academics ..... 2711
Flight Simulator Schedules ..... 2481
Monitoring Team ..... 2481/2180
NAVTRASYSCEN Field Rep ..... 2172
Simulator Instructor Contractor ..... 2481
Simulator Maint Contractor ..... 2691

## NAVAL AIR STATION MERIDIAN

Commanding Officer ..... 2111/2112
Executive Officer ..... 2111/2112
CO/XO Secretary ..... 2181

**SPECIAL ASSISTANTS**
Chief Master-At-Arms ..... 2392/2044
Command Career Counselor ..... 2411/2588
Command Master Chief ..... 2629
Command Training Coordinator ..... 2986
Commercial Activities Coordinator ..... 2101
Deputy EEO Officer ..... 2341
Drug & Alcohol Program Advisor ..... 2717
Disaster Preparedness ..... 2050
Environmental Specialist ..... 2417/2113
Human Resources Officer ..... 2100/2130
Internal Review ..... 2120
Judge Advocate ..... 2590/2758
Public Affairs Officer/Skyline ..... 2602/2318
Senior Watch Officer/CDO ..... 2412

**ADMINISTRATION DEPARTMENT**
Administrative Officer ..... 2413
Administrative Services Division
Military Support ..... 2574
Office Methods Branch
(Directives/Forms/Reports) ..... 2405
Office Services Branch
(Mail/Files/Correspondence) ..... 2405
Print Shop ..... 2584
Communication Div/Message Ctr ..... 2351/2791
Classified Material ..... 2351

**AIR OPERATIONS DEPARTMENT**
Operations Officer ..... 2563/2105
Operations Duty Officer ..... 2505/2470
LCPO ..... 2037
Air Traffic Control ..... 2489
Base Audio/Visual Services ..... 2419
Fire Division
FIRE EMERGENCY ..... 679-8888/3333/3334
Fire Chief ..... 2589
Fire Inspector ..... 2534
Fire Station #1 - Centroid Area ..... 2352
Fire Station #2 - Admin Area ..... 2336
Crash & Salvage Office ..... 2670/2702
Arresting Gear ..... 2702
Joe Williams OLF/BRAVO ..... 677-2203
Flight Officer ..... 2364/2777
Search & Rescue Officer ..... 2468
Search & Rescue Duty Crew ..... 2525
Flight Clearance Desk (ODO) ..... 2505
Pilots Logs and Records ..... 2364/2777
Transients Service ..... 2776
Ground Electronics Office ..... 2581/2322
Automation ..... 2730/2322
Test Equipment ..... 2500
Receiver Site ..... 2744
Transmitter Site ..... 2570
Trouble Desk ..... 2532/3476
Admin and Storekeeper ..... 2795
Aviation Safety Officer ..... 2938
Ordnance Officer ..... 2719
Organizational Maint (OMD) ..... 2768
Photo Lab ..... 2916/2419

**AIRCRAFT INTERMEDIATE MAINTENANCE CONTRACTOR**
UNC Support Services ..... 679-7586
Site Manager ..... 2102/2603
Maint/Material Control ..... 679-7587/2458
Administration ..... 2102/2603
Quality Assurance ..... 2368/2656
Data Analysis ..... 2933
Material Control ..... 3455/2456
Power Plants ..... 2476/2750
J85 ..... 2546
J52 ..... 2763
CSD Shop ..... 2668
Compressor Repair Shop ..... 2546
Oil Analysis Laboratory ..... 2750
Jet Engine Test Cell ..... 3472
Airframes ..... 2577
Avionics/Armament ..... 679-7588/2757
Armament ..... 2734
Calibration Laboratory ..... 2483
Electric Branch ..... 2483
NICAD Battery Locker ..... 3429
Aviator Equipment
Paraloft ..... 2333/2760
Support Equipment ..... 679-7590/2455
SE Production Control ..... 2696
SE Material Control ..... 2455

**HUMAN RESOURCES**
Civilian Personnel Officer ..... 2474
Classifications ..... 2605
Employee Relations ..... 2469
Employment and Placement ..... 2604
Equal Employment Opportunity ..... 2341
Personnel Records ..... 2100
Personnel Systems ..... 2604
Training ..... 2604

**RELIGIOUS PROGRAM DEPARTMENT**
Chaplain
Chapel ..... 2319/2139

**COMPTROLLER**
Comptroller ..... 2133
Accounting Division ..... 2404
Budget Division ..... 2541
Commercial Activities ..... 2101
Management Analyst ..... 2430

**FAMILY SERVICE CENTER**
Director ..... 2184
Deputy Director ..... 2358/2360
Administrative Officer ..... 2185/2360
Navy Alcohol/Drug Safety Action Counseling & Assistance Ctr ..... 2717/2359
Navy Campus for Achievement ..... 2671
Navy Relief Society ..... 2504/679-7128
Red Cross ..... 2185/2679
Spouse Employment ..... 2184/2684
Thrift Shop ..... 2639

**FIRE DIVISION**
FIRE EMERGENCY
Station ..... 9+911/3333/3334
Housing ..... 911/679-8888
Crash & Salvage ..... 2670

**JUDGE ADVOCATE/LEGAL** ..... 2340/2590/2758

**MORALE, WELFARE & RECREATION DEPARTMENT**
Recreational Services Officer ..... 2551
LCPO ..... 2109
Division Office ..... 2582
Recreation Division
Recreation Director ..... 2109
ITT Office/Secretary ..... 2109
Athletic Division
Director ..... 2617/2367
Assistant ..... 2617
Gymnasium/Gear Rental ..... 2379
Sports Corner ..... 2379
Pools
Enlisted (Heated, in-door) ..... 3470
Housing ..... 3402
Bowling Center ..... 2651
Child Care Center ..... 2652
Transformer ..... 2503
Game Warden ..... 2686/2528
Golf Course Manager ..... 2129
Golf Course Pro Shop ..... 2526
Hobby Shop (Auto/Woodworking) ..... 2609
Library ..... 2623
Sportsmen's Association Lodge ..... 2666
Stables ..... 2507
Youth Center ..... 2687
Central Accounting Division
CAO Manager ..... 2335
Accounting Branch ..... 2335
NAFI Personnel ..... 2335
Purchasing ..... 2326
Warehouse ..... 2189
Consolidated Mess Division
Consolidated Mess Manager ..... 2326
Petty Officers/CPO Mess ..... 2650/2667
Enlisted Mess ..... 2640/2636
Bowling Center Snack Bar ..... 2651
Golf Snack Bar ..... 2780
Mom's Snack Bar ..... 2531
Bachelor Quarters Division
BQ Officer ..... 2408/2762
BEQ Manager ..... 2408/2762
BEQ 208 Transient Families ..... 2616
NTTC BEQ's - see page 8
BOQ: - Front Desk ..... 2386
Switchboard ..... 2186
CMAA/Restricted Quarters ..... 2044/2392

**PREVENT**
PREVENT ..... 2717/2359/2560
CAAC ..... 2717/2359
**PUBLIC AFFAIRS OFFICE** ..... 2318/2602
Skyline ..... 2602

**PUBLIC WORKS DEPARTMENT**
Secretary ..... 2173/2113
Public Works Officer ..... 2173
Asst Public Works Officer ..... 2917
Administrative Officer ..... 2418
Accounting ..... 2506
Contract Administration Division ..... 2926
Facilities Division Director ..... 2918
Engineering ..... 2417
Environmental Protection ..... 2922
Maintenance Control ..... 2511
Station Emergency/Trouble Desk
(During Work Hours) ..... 2755
(After Work Hours) ..... 2151/2528
Planning and Estimating ..... 2511/2154
Family Housing Division ..... 2555/2304
Housing Maintenance/Service Work
(During Work Hours) ..... 2555/2304
(After Work Hours) ..... 2528
Housing Referral ..... 2520
Forestry Division ..... 2482
Maintenance Division
General Foreman ..... 2556
Shops Maintenance Supervisors ..... 2606
Shops Planner ..... 2582
Pest Control ..... 2681
Propane Plant ..... 2728
Sewage Plant ..... 2703
Water Plant ..... 2151
Seabee/Self Help Division ..... 2530
Transportation Division
General Foreman ..... 2463
Dispatcher ..... 2645
Drivers License Examiner ..... 2645
Maintenance ..... 2516
Operations ..... 2645
Supply Clerk ..... 2519

**SAFETY DEPARTMENT**
Safety Officer ..... 2313/2167
Aviation Safety ..... 2313/2167
Occupation Safety & Health ..... 2313/2167
Traffic Safety ..... 2313/2167

**SECURITY DEPARTMENT**
EMERGENCIES
Station ..... 9+911/2361
Housing ..... 911
Information ..... 2528
Security Officer ..... 2785
Admin ..... 2107/2508
Armory ..... 2705
Base Investigator ..... 2421
Marine Cadre ..... 2366
Operations ..... 2601
Pass & Tag ..... 2509
Physical Security ..... 2566
Security Clearance ..... 2107/2508
Training ..... 2948

**SUPPLY DEPARTMENT**
Supply Officer ..... 2165/2594
Deputy Supply Officer ..... 2165/2594
Inventory Branch ..... 2146
Leading Chief Petty Officer ..... 2141
Planning and Admin Division ..... 2594
Fiscal Services Branch ..... 2571/2594
Input/Output Coordinator ..... 2571/2594
Quality Assurance Branch ..... 2571/2594
COTR ..... 2571/2594
Fuel/LOX Division ..... 2655
Fuel Branch ..... 2536
Fuel Tank Farm ..... 2625
Liquid Oxygen Branch ..... 2655
Fuels Contractor ..... 2565/2625
Personal Property ..... 2583/2164/2622/2123
Inventory Management Div
Inventory Requirements Branch
..... 2146/2338/2106/2324
Purchase Branch ..... 2194/2195/2196
Receipt Control Branch ..... 2124/2132
Imprest Fund Cashier ..... 2124/2132
Traffic Branch ..... 2126
DRMO (Disposal) ..... 2126
Aviation Support Division ..... 2433/2141
ASD LCPO ..... 2141
Component Control ..... 2009/2014
Rotable Pool Branch ..... 2407
Awaiting Parts Branch ..... 3460
PMU (Expeditor) ..... 2434/2433
Supply Response ..... 2013/2742
OSI Branch ..... 2010/2016
Food Service Division ..... 2634/2327
Galley LCPO ..... 2634
Galley Watch Captain ..... 2688
Record Branch ..... 2634
Mess Contractor ..... 2694
Warehouse Contractor ..... 2380
Customer Service ..... 2380
Receiving/Delivery ..... 2380
Storage ..... 2380
Technical Services ..... 2380
Contracted Services:
Data Processing ..... 2136
Fuels ..... 2565/2625
Mess Services ..... 2694
Warehouse ..... 2380

## TRAINING SQUADRON SEVEN VT-7

Commanding Officer ..... 2153
Executive Officer ..... 2328
CO/XO Secretary ..... 2839

**ADMINISTRATION**
Administrative Officer ..... 2354
Command Master Chief ..... 2378
Drug and Alcohol Program Advisor ..... 2378
First Lieutenant ..... 2535
Legal Officer ..... 2354
Public Affairs Office ..... 2544

**OPERATIONS**
Operations ..... 2751
Administrative ..... 2529
Duty Officer/Ready Room ..... 2321

Flight Schedules Recording ..... 2712
Schedules ..... 2347
Standardization Office ..... 2323
Student Control ..... 2529/2171

**SAFETY**
Aviation Safety Officer ..... 2852
NATOPS Officer ..... 2397

**MAINTENANCE CONTRACTOR**
GRUMMAN ..... 679-8907
Site Manager ..... 2593/2422
Admin Office ..... 2593/2422
Airframes ..... 2473
AME/Aviators Equipment Branch ..... 2473
Corrosion Control ..... 2416
Electric/Electronics Shop ..... 2473
Line Shack ..... 2753/2521
Maintenance Control ..... 2395/2396
Maintenance Logs and Records ..... 2395/2396
Material Control ..... 2395/2396
Ordnance Shop ..... 2473
Parachute Loft ..... 2787
Phase ..... 2416
Power Plants ..... 2473
Quality Assurance ..... 2553
Tool Room ..... 2727

## TRAINING SQUADRON NINETEEN VT-19

Commanding Officer ..... 2300
Executive Officer ..... 2300

**ADMINSTRATION**
Administrative Officer ..... 2865
Command Career Counselor ..... 2365
Drug & Alcohol Program Advisor ..... 2365
First Lieutenant ..... 2867
Human Resources Officer ..... 2771
Legal Officer ..... 2871
Public Affairs Office ..... 2869

**OPERATIONS**
Operations Duty Officer ..... 2330
Flight Schedule Recording ..... 2854
Schedules ..... 2854
Standardization Office ..... 2494
Student Control ..... 2879

**SAFETY**
Aviation Safety Officer ..... 2373
NATOPS Officer ..... 2494

**MAINTENANCE CONTRACTOR**
UNC Support Services ..... 679-8407
Site Manager ..... 2428/2429
Aircraft Division ..... 3475
Avionics ..... 3435
Line Services ..... 3404
Logs and Records ..... 2428/2429
Maintenance Admin ..... 2428/2429
Maintenance Control ..... 2428/2429
Material ..... 2432
Parachute Loft ..... 3401
Quality Control ..... 2309
Scheduled Maintenance ..... 2515

## NAVAL TECHNICAL TRAINING CENTER

Commanding Officer ..... 2161/2647
Executive Officer ..... 2161/2647
Command Duty Officer ..... 2150/2766

**ADMINISTRATION**
Command Master Chief ..... 2138
Administrative Support Officer ..... 2896
Administrative Services Officer ..... 2902
Career Counselor ..... 2701
Command Fitness Coordinator ..... 2627/2155
Computer Operations Coordinator . 2740/2104
International Military Students ..... 2663/2337
Legal Officer ..... 2514/2197
Print Shop ..... 2576
Public Affairs Officer ..... 2901
Student Control Officer ..... 2661/2663
Supply Support/Comptroller . 2512/2518/2104
Training Officer/DAPA ..... 2901
Training Equipment Repair Office ..... 2586

**BACHELOR ENLISTED QUARTERS**
EEQ Division Officer ..... 2649/2648
First Lieutenant (BEQ 353) ..... 2964

BEQ Central Assignment Check In/Out
Linen Locker ..... 2449
BEQ 202 - USMC ..... 2510

**ADMINISTRATION SCHOOLS**
Training Officer ..... 2357
Asst Training Officer ..... 2790
Chaplain ..... 2045
Course Supervisors:
AZ "A" ..... 2431/2624
PN "A" ..... 2527/2316/2770
RP "A" & "C" ..... 2369/3415
YN "A" ..... 2517/2339
YN "C" ..... 2798
JOBS/Typing Lab ..... 2732
Admin Support Unit ..... 2784

**CURRICULUM & INSTRUCTIONAL STANDARDS OFFICE (CISO)**
CISO Director ..... 2724/2182
Educational Specialist ..... 2724/2182
Visual Information Mgmt Office ..... 2724/2182

**MILITARY TRAINING DEPARTMENT (MTD)**
Military Training Officer ..... 2155/2626
Asst Military Training Officer ..... 2156/2627
Company Commanders Office ..... 2626/2627
Holding Company ..... 2626

**SAN DIEGO COMMUNITY COLLEGE DISTRICT**
Contract Manager ..... 2680

**SUPPLY SCHOOLS**
Training Officer ..... 2169/2686
Asst Training Officer ..... 2169/2686
Course Supervisors:
AK "A" ..... 2370/2765
DK "A: ..... 2349/2657
SH "A" ..... 2479/2722
SK "A" ..... 2345/2700
Computer Room ..... 2485

**MARINE AVIAITON TRAINING SUPPORT GROUP (MATSG)**
Commanding Officer ..... 2190
Executive Officer ..... 2394
First Sergeant ..... 2714
Administrative Officer ..... 2567/2697
Supply ..... 2792
Computer Room ..... 2485
Marine Schools:
Training Officer ..... 2587
Training NCOIC ..... 2587/2407
Course Supervisors ..... 2407/2587/2775
AK "A" (MARAK) ..... 2407
AK "C" (MAKSRCR) ..... 2698/2775
Avt Logistics Computer Op (ALC)) ... 2775
Aviation Ops Spec (AOS) ..... 2698

## TENANT ACTIVITIES

**American Federation of Government Employees, (AFGE), AFL-CIO**
Local 2244 ..... 679-2137

**BRANCH DENTAL CLINIC**
Director ..... 2383
Administrative Officer ..... 2383
Appt Desk/Dental Emergencies
(During Work Hours) ..... 2682/2674
(After 1600) ..... 2683

**BRANCH MEDICAL CLINIC**
EMERGENCY AMBULANCE ONLY ..... 2444
Information ..... 2683
Officer-In-Charge ..... 2595
Acute Minor Illness Clinic ..... 2683
Administrative Assistant ..... 2314/2134
Ambulatory Care Clinic ..... 2402
Health Benefits Advisor/CHAMPUS ..... 2315
Health Record Office ..... 2683
Laboratory ..... 2633
Military Sick Call ..... 2646
Occupational Health ..... 2631
Optometry ..... 2597
Patient Contact Representative ..... 2314
Pharmacy ..... 2135
Pharmacy/Refill Recording ..... 2549
Physical Exams/Aviation Medicine ..... 2415
Preventive Medicine ..... 2631
Supply Office ..... 2374
Well Baby/PAP Clinic ..... 2401/2402

**CITIZENS NATIONAL BANK**
NAS Branch ..... 2585
NTTC Branch ..... 2695

**D.E.C.A.**
**COMMISSARY STORE** ..679-8421/2554/2144

**FEDERAL AVIATION ADMIN (FAA)**
Manager, RATCF ..... 679-8251/2305
Engineer-In-Charge ..... 2550
Watch Supervisor ..... 2305

**MERIDIAN NAVAL FEDERAL**
CREDIT UNION ..... 2569

**NAVY CAMPUS FOR ACHIEVEMENT** ..... 2671

**NAVAL INVESTIGATIVE SERVICE** ..2158/2128

**NAVAL OCEANOGRAPHIC COMMAND DET**
Forecaster ..... 2726
Forecast Recording ..... 2778
Officer-In-Charge ..... 2445

**NAVY RESALE ACTIVITY DETACHMENT (NAVRESACTDET)**

Officer-In-Charge ..... 679-8461
Accounting Office ..... 2642
Administration Office ..... 2643
Aviation Snack Bar ..... 3464
Barber Shops
Hangar ..... 679-9623
Main Store ..... 2641
NTTC ..... 3440
Beauty Shop ..... 679-8411
Commissary Store ..... 2554/2144
Country Store ..... 2568/679-7529
Crew's Corner - NTTC ..... 2710
Data Processing ..... 2643
Florist ..... 2613
Laundry/Dry Cleaning/Tailor Shop ..... 3430
Optical Shop ..... 679-7211/2613
Maintenance Office ..... 2635
McDonald's ..... 679-7632
Package Store ..... 2653
Personalized Services ..... 2613
Personnel Office ..... 2642
Retail Store ..... 2614
Customer Service/Special Orders ..... 2665
Retail Store Office ..... 679-7665
Security ..... 2965
Service Operations ..... 2632
Service Station ..... 679-8553
Uniform Center ..... 2693
Vending Office ..... 2632
Video Rental ..... 2664
Visual Merchandise ..... 2618
Warehouse ..... 2672
Cookie Shop/Lite Delite ..... 2644

**PERSONNEL SUPPORT ACTIVITY DETACHMENT (PSD)**
Officer-In-Charge ..... 2301/2302
Command Master Chief ..... 2888
Administration Office ..... 2348
Customer Service ..... 2301-02
Educational Services ..... 2741
Military Pay
Disbursing ..... 2439
Pay Accounts ..... 2332/2704/2561
Travel Vouchers ..... 2331/2524
Passenger Transportation ..... 2707/2460
Reenlistments/Separations ..... 2348
Receipts ..... 2890
Transfers ..... 2559/2389

**POSTAL SERVICE CENTER**
U.S. Post Office ..... 2580
Postal Services (Mail Room) ..... 2350

**RESIDENT OFFICER-IN-CHARGE OF CONSTRUCTION**
OICC/ROICC ..... 2114/2540

**SCHEDULED AIRLINES TICKETING OFFICER**
SATO ..... 2348

## ALPHABETICAL LISTINGS

# A

Academic Training Officer ..... 2180/2481
AFCE ..... 2137
AIMD/Lockheed ..... 2102/2603
Air Traffic Control ..... 2489
AMBULANCE EMERGENCY ONLY ..... 2444
Ambulatory Care Clinic ..... 2402
American Red Cross ..... 2679
Audio/Visual Services ..... 2419
Automotive Hobby Shop ..... 2609
Aviation Snack Bar ..... 3464
Aviation Supply/ASD ..... 2433

# B

Bank (Citizens National)
NAS Branch ..... 2585
NTTC Branch ..... 2695
Barber Shops
Retail Store ..... 2641
Hangar ..... 679-9623
NTTC ..... 3440
Base Investigators ..... 2421
Base Locator
NAS ..... 2301
NTTC ..... 2661
Beauty Shop ..... 679-8411
BEQ's ..... 2408
**NAS**
Bks 206 .....
Bks 208 ..... 2616
CMAA/Restricted Bks ..... 2392/2044
**NTTC**
Bks 201 - USMC ..... 3457
Bks 202 - USMC ..... 2510
Bks 203 ..... 2513
Bks 205 ..... 2676
Bks 326 ..... 3488
Bks 353, 354, 355, 356, 357 ..... 2648
Bks 358, 359, 360 ..... 3442
BOQ 218 - Switchboard ..... 2186
Bowling Center ..... 2651

# C

C-12 Office ..... 2468
CAAC ..... 2717
CA Coordinator, Comptroller ..... 2101
Career Counselors
Command/CTW-1 ..... 2411/2588
NTTC ..... 2701
VT-19 ..... 2365
CCAR, CTW-1 ..... 2466
CHAMPUS Information ..... 2315
Chaplain
Chapel ..... 2139/2319
NTTC ..... 2045
Chief Master-at-Arms ..... 2392
Child Care Center ..... 2652
Transformer ..... 2503
Citizens National Bank ..... 2585
Civilian Personnel Office ..... 2604/2605
Clubs
Chiefs ..... 2650
Enlisted ..... 2640
Officers ..... 2667
Petty Officers ..... 2650
Command Master Chief
CTW-1 ..... 2308
NAS ..... 2629
NTTC ..... 2138
Commissary ..... 2554/2144
Communications
Message Center ..... 2791/2351
Telephones ..... 2178
Comptroller
NAS ..... 2133
NTTC ..... 2512/2104
Construction (OICC/ROICC) ..... 2540/2114
Country Store ..... 2568
Crash & Salvage ..... 2670
Credit Union ..... 2569
Crew's Corner, NTTC ..... 2710
CTW-1 ..... 2384

## D

Data Processing ..... 2136
Dental Clinic ..... 2383
Deputy EEO ..... 2341
Disaster Preparedness ..... 2050
Disbursing, PSD ..... 2332
Driver's License, PWT ..... 2645
Drug & Alcohol Advisor (DAPA)
  NAS/CTW-1 ..... 2717
  NTTC ..... 2901
  VT-7 ..... 2378
  VT-19 ..... 2365

## E

EEO Office ..... 2341
EMERGENCIES
  Station ..... 9+911
  Housing ..... 911
Engineering, PWD ..... 2417
Environmental Specialist ..... 2922

## F

Family Housing Office ..... 2555/2304
Family Service Center ..... 2358/2360
Federal Aviation Admin (FAA) ..... 2550/2305
FIRE EMERGENCY ..... 679-8888
Fire Stations
  #1 Centroid Area ..... 2352
  #2 Admin Area ..... 2336
Flight Clothing ..... 2126
Flight Schedule Recordings
  C-12 ..... 2468
  VT-7 ..... 2712
  VT-19 ..... 2769
Flight Surgeon ..... 2825
Florist, Navy Resale ..... 679-7211
Food Service/Galley ..... 2634/2327
Ford Aerospace/Simulators ..... 2481
Forecast Recording/Weather ..... 2778
Forester ..... 2482
Fuels/LOX ..... 2536

## G

Galley ..... 2634
Game Warden ..... 2666
Gear Rental, Gym ..... 2379
Golf Course Pro Shop ..... 2526
Ground Electronics/Ops ..... 2322
Gymnasium ..... 2379

## H

Hazardous Waste Specialist ..... 2922
Hobby Shop (Auto/Wood) ..... 2609
Housing Office ..... 2555
Human Resources Officers
  NAS/CTW-1 ..... 2100
  VT-7 ..... 2544
  VT-19 ..... 2711

## I

ID Cards, PSD ..... 2301
Images Recreation Center ..... 2636
Instructor Training Unit ..... 2823
Internal Review ..... 2120

## J

JAG/Legal ..... 2340/2590

## L

Lakeside Club ..... 2650
Laundry/Dry Cleaning/Tailor ..... 3430
Legal Officers
  NAS ..... 2590
  NTTC ..... 2514/2197
  VT-7 ..... 2354
  VT-19 ..... 2871
Library ..... 2623
Lite Delite/Cookie Shop ..... 2644
Locator
  NAS ..... 2301
  NTTC ..... 2661

## M

Mail Room, Post Office ..... 2350
Maintenance Control, PWD ..... 2755/2511
Maintenance Officers/Contractors
  CTW-1 ..... 2320
  VT-7 ..... 2593
  VT-19 ..... 2428
  AIMD ..... 2102
Marine Liaison, CTW-1 ..... 2317
MATSG ..... 2567
McDonald's ..... 679-7632
Medical Clinic ..... 2683
Message Center/Communications ..... 2351
Mess Manager ..... 2326
Military Personnel, PSD ..... 2302
Military Sick Call, Medical ..... 2646
Mom's Snack Bar ..... 2531
Monitoring Team, CTW-1 ..... 2175
MWR/Recreation ..... 2551

## N

NADSAP/CAAC ..... 2717
NAFI Personnel ..... 2335
Naval Federal Credit Union ..... 679-8563
NAVOCEAN/Weather ..... 2726
Navy Campus for Achievement ..... 2671
Navy Relief ..... 2504
Navy Resale Officer ..... 2643
  Customer Services ..... 2665
NIS ..... 2158

## O

Officer's Club ..... 2667
Operations Officers
  CTW-1 ..... 2312
  NAS ..... 2563/2105
  VT-7 ..... 2321
  VT-19 ..... 2330
Optical Shop, Navy Resale ..... 2613
Optometry, Medical ..... 2597
Ordnance ..... 2719

## P

Package Store ..... 2653
Pass & Tag ..... 2509
Personal Property ..... 2583/2622
Personalized Services ..... 2613
Personnel Offices
  Civilian ..... 2604
  Military ..... 2344
  NAFI ..... 2335
  Navy Resale ..... 2642
Personnel Support Det (PSD) ..... 2108/2301
Pest Control ..... 2681
Pharmacy Recording ..... 2549
Photo Lab ..... 2916
Pools
  Enlisted ..... 3470
  Housing ..... 3402
Post Office ..... 2580
Pre-School/Kindergarten
Print Shop
  NAS ..... 2564
  NTTC ..... 2576
Public Affairs
  CTW-1 ..... 2318/2602
  NAS ..... 2602/2318
  VT-7 ..... 2544
  VT-19 ..... 2869
Public Works Officer ..... 2417/2113
Public Works Transportation ..... 2463/2516
  Base Taxi ..... 2645

## R

Recreational Services/MWR ..... 2109
Red Cross ..... 2679/2185
Retail Store, Navy Resale ..... 2614
ROICC ..... 2114

## S

Safety ..... 2313/2167
SATO/Airline Ticketing ..... 2346
Schedules, Flight
  C-12 ..... 2468
  VT-7 ..... 2712
  VT-19 ..... 2769
Simulators ..... 2481/2172
Seabees/Self Help ..... 2530
Search & Rescue ..... 2777/2364
Security Officer ..... 2785
Service Station ..... 679-8553
Skyline, PAO ..... 2602
Snack Bars
Aviation ..... 3464
Bowling Center ..... 2651
Lite Delite ..... 2644
Mom's ..... 2531
Sportsman's Lodge ..... 2666
Spouse Employment ..... 2184/2684
Stables ..... 2507
Supply ..... 2165/2594

## T

T-45 Coordinator ..... 2827
Taxi, Base ..... 2645
Telephone Maint ..... "0"
Thrift Shop ..... 2639
Ticketing, Airline (SATO) ..... 2346
Training, CTW-1 ..... 2172
Transformer/Child Care ..... 2503
Transportation, PWD ..... 2463

## U

Uniform Shop ..... 2693

## V

Vending, Navy Resale ..... 2632
VT-7 ..... 2354
VT19 ..... 2365
Video ..... 2664

## W

Warehouses
  MWR/CAO ..... 2189
  Navy Resale ..... 2672
  Supply ..... 2380
Water Plant ..... 2151
Weather ..... 2726/2445
WING ONE ..... 2148
  Admin ..... 2384
  Contracts ..... 2481
  Maintenance ..... 2320
  Operations ..... 2312
  Training ..... 2172

## Y

Yogurt-Cookie Shop ..... 2644
Youth Center ..... 2687

# Document Separator

# Document Separator

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# Why Laughlin?

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# Simply, it's the Best !!!

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# BRAC FINAL SELECTION CRITERIA

- Military Value
- Return on Investment
- Impacts

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# MILITARY VALUE

1 Operational readiness.

2. Availability and excellent condition of land, facilities and airspace.

3. Ability to accommodate contingency, mobilization and future total force requirements.

4. Cost and manpower implication.

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# MILITARY VALUE

**"It should be noted that in an intensive flying training operation, airspace and weather are by far the most important factors. Without airspace and suitable weather, the other factors become relatively insignificant."**

**USAF Data Call, 1991**

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# MILITARY VALUE

**"Of all the factors influencing flying training, none are more important than the airspace to do it in and the weather to permit it."**

**ECI Consultants, 1994**

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# WEATHER ATTRITION

| | T-37 | T-38 |
|---|---|---|
| LAUGHLIN | 18.6 | 21.3 |
| VANCE | 22.7 | 22.4 |
| COLUMBUS | 22.5 | 22.9 |
| REESE | 27.1 | 27.0 |

10 year averages, USAF Data Call, 1993

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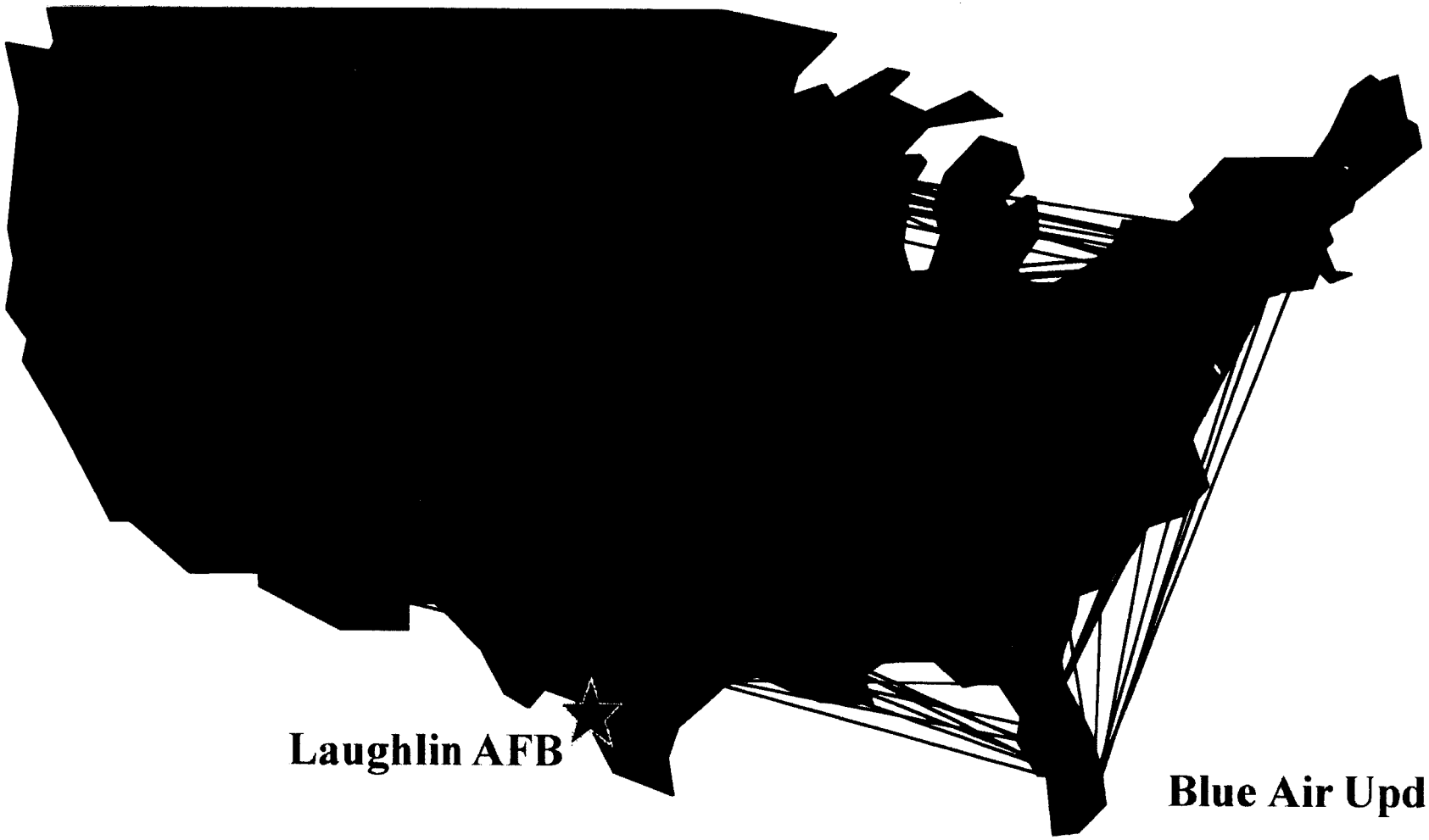
# SCHEDULED AIRLINE TRAFFIC




**Blue Air Update**

*Del Rio Military Affairs Association*

# AIRSPACE COMMENTS

## COLUMBUS

**OPS LIMITATIONS:**

**Air carrier traffic restricts/prohibits use of portions of the north west military operations areas during heavy hubbing operations at Memphis IAP. Atlantic Center restricts use of practice instrument penetration because of Atlanta arrival and departures 210 miles away.**

**MAJCOM/Wing inputs**

*Del Rio Military Affairs Association*

# AIRSPACE COMMENTS

## REESE

**OPS LIMITATIONS:**

First base to implement SUPT in FY92. Competition for airspace comes from Sheppard AFB. Potential traffic conflicts from Dallas-Fort Worth, El Paso, and other civil traffic is normally routed around the MOAs. Reese UPT operations are comfortably accommodated by Forth Worth Center.

MAJCOM/Wing inputs

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# AIRSPACE COMMENTS

## VANCE

**OPS LIMITATIONS:**

Vance AFB conducts intensive Student training in T-37 and T-38 aircraft. In 1995, training will also include the T-1 aircraft. This mission requires a large volume of training airspace. The current airspace is adequate for conducting training at current and foreseeable levels. Traffic at Woodring Municipal (6 miles east) is increasing, but has a minimal impact on operations at Vance.

MAJCOM/Wing inputs

*Del Rio Military Affairs Association*

# AIRSPACE COMMENTS

# LAUGHLIN

## OPS LIMITATIONS:

**The largest USAF operation in Houston Center's area is at Laughlin AFB. According to Houston Center, the several hundred sorties generated at Laughlin are almost flawless. (Blue Air)**

**MAJCOM/Wing inputs**

*Del Rio Military Affairs Association*

# SENIOR OFFICER TESTIMONIALS

**"There is no better place to train military pilots than Laughlin AFB."**

| | |
|---|---|
| 4 | ATC Commanders |
| 3 | Vice Commanders |
| 3 | Deputy Chiefs of Staff, Operations |
| 6 | Inspector Generals |
| 1 | Deputy Chief of Staff, Logistics |
| 7 | Wing Commanders (Vance, Reese, Sheppard, Columbus) |

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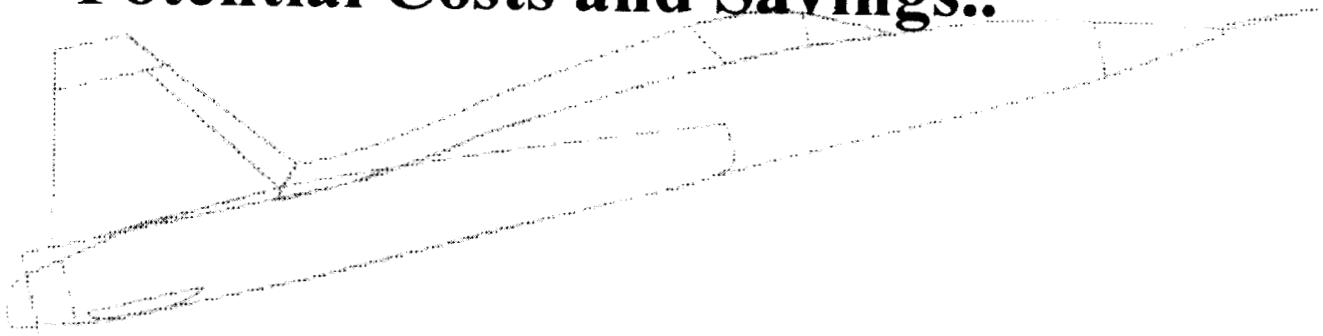
# RETURN ON INVESTMENT

5. **Potential Costs and Savings..**



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# RETURN ON INVESTMENT

**The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to outweigh the costs.**

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# RETURN ON INVESTMENT

## ( $ millions )

| | One Time Closing Costs | 20 Year NPV Savings |
|---|---|---|
| Laughlin | $31.8 | $227 |
| Vance | $14.2 | $215 |
| Columbus | $19.1 | $274 |
| Reese | $19.7 | $264 |

1991 D.O.D. Analysis

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# Impacts

6. Economic impact on communities.

7. Impact on infrastructure and ability to support forces, missions and personnel.

8. The environmental impact.

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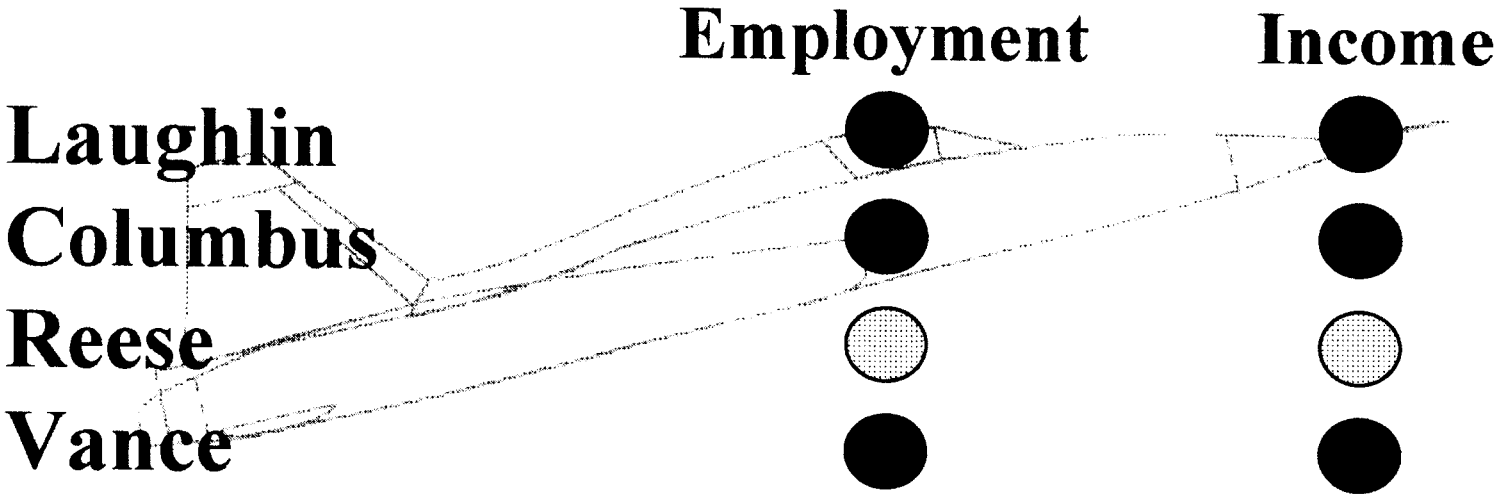
# Economic Impact




Green - Exceeds Historic High

Yellow - Within 50% of Historic High

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# Military Base Expenditures

| Base | County | Total Impact in Thousands | % of County Gross Product |
|---|---|---|---|
| Kelly AFB | Bexar | $1,481,089 | 5.27% |
| Laughlin AFB | Val Verde | $144,713 | 24.22% |
| Randolph AFB | Bexar | $574,637 | 2.05% |
| Reese AFB | Lubbock | $170,146 | 3.35% |

Source: Texas Dept. of Commerce Office of Economic Transition

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# Military Base Employment

| Base | County | Direct Indirect Base Employment | % of County Employment |
|---|---|---|---|
| Kelly AFB | Bexar | 40,784 | 6.46% |
| Laughlin AFB | Val Verde | 3,747 | 21.66% |
| Randolph AFB | Bexar | 15,365 | 2.43% |
| Reese AFB | Lubbock | 3,160 | 2.79% |

Source: Texas Dept. of Commerce Office of Economic Transition

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# Other Factors

- INFRASTRUCTURE
- DRUG INTERDICTION/ BORDER PRESENCE
- ADDITIONAL MISSIONS
- COMMUNITY SUPPORT

# Document Separator

## Beyer, Merrill

**From:** Flippen, Ed
**To:** Beyer, Merrill; Brubaker, Jim
**Cc:** Cirillo, Frank; Cook, Bob; Yellin, Alex
**Subject:** Corpus Christi, Texas
**Date:** Monday, April 10, 1995 10:17AM

As you prepare for your Corpus Christi investigative trip, here is some general information I have received from the FAA facility at Corpus. If you have any specific questions before you go, let me know

1. The FAA provides approach control service at both Corpus INTL and NAS Corpus
2. The Navy provides approach control service at Kingsville
3. Both Navy and FAA approach controls are generally up to 10,000 ft.
4. The Navy has a "drop" on the FAA Corpus radar, they use the info for service in the Warning Areas, which they control
5. There are no conflicts between Navy and civil traffic, configuration and procedures are designed to be compatible and for each to function independently
6. It is common for Kingsville aircraft to make practice approaches and landings at both Corpus INTL and NAS Corpus
7. It is common for NAS Corpus aircraft to practice landings at Corpus INTL
8. FAA facilities have Letters of Agreement with both NAS Corpus and Kingsville, and personnel believe that relations in the area are excellent and it would not be difficult to adjust to a different Navy mission in the area

Document Separator

# THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

## ECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-8

| | |
|---|---|
| ROM: NEAL, LOYD | TO: DIXON |
| TLE: CHAIRMAN | TITLE: CHAIRMAN |
| RGANIZATION: So. TX MIL. FACILITIES TASK FORCE | ORGANIZATION: DBCRC |
| STALLATION (s) DISCUSSED: KINGSVILLE / CORPUS CHRISTI | |

| OFFICE OF THE CHAIRMAN | FYI | ACTION | INIT | COMMISSION MEMBERS | FYI | ACTION | INIT |
|---|---|---|---|---|---|---|---|
| AIRMAN DIXON | | | | COMMISSIONER CORNELLA | | | |
| AFF DIRECTOR | ✓ | | | COMMISSIONER COX | | | |
| ECUTIVE DIRECTOR | ✓ | | | COMMISSIONER DAVIS | | | |
| NERAL COUNSEL | ✓ | | | COMMISSIONER KLING | | | |
| LITARY EXECUTIVE | | | | COMMISSIONER MONTOYA | | | |
| | | | | COMMISSIONER ROBLES | | | |
| L/CONGRESSIONAL LIAISON | | ✓ | | COMMISSIONER STEELE | | | |
| | | | | | | | |
| L/COMMUNICATIONS | | | | REVIEW AND ANALYSIS | | | |
| | | | | DIRECTOR OF R & A | ✓ | | |
| ECUTIVE SECRETARIAT | | | | ARMY TEAM LEADER | | | |
| | | | | NAVY TEAM LEADER | ✓ | ✓ | |
| ECTOR OF ADMINISTRATION | | | | AIR FORCE TEAM LEADER | ✓ | | |
| EF FINANCIAL OFFICER | | | | INTERAGENCY TEAM LEADER | | | |
| ECTOR OF TRAVEL | | | | CROSS SERVICE TEAM LEADER | ✓ | | |
| | | | | | | | |
| /INFORMATION SERVICES | | | | | | | |

### *TYPE OF ACTION REQUIRED*

| | | | |
|---|---|---|---|
| ✓ | Prepare Reply for Chairman's Signature | | Prepare Reply for Commissioner's Signature |
| | Prepare Reply for Staff Director's Signature | | Prepare Direct Response |
| | ACTION: Offer Comments and/or Suggestions | | FYI |

ect/Remarks:

Changes in Pilot Training Req. (PTR) which dictate review of So. Tx. complex capacity (See attached booklet); Issue is not for BRAC, and should be returned to Navy after process is complete. *BOOKLET RETAINED IN FILE*

MARK
MARK
JIM B

| | | | |
|---|---|---|---|
| Date: 950623 | Routing Date: 950616 | Date Originated: 950614 | Mail Date: |

)UTH TEXAS
ILITARY
ACILITIES
ASK FORCE

Box 640
ous Christi
s 78403
) 883-5571

14 June 1995

Please refer to this number
when responding 950616-8

Senator Alan J. Dixon
Chairman
Defense Base Closure & Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Senator Dixon:

Recent changes in Pilot Training Requirements (PTR) dictate a review of the South Texas complex capacity. The enclosed booklet details that capacity in light of the new requirements and confirms the soundness of the Navy's BRAC 95 proposal to single-site T-45 training at NAS Kingsville. However, the additional requirement for 20% surge above the new requirements suggests the prudent action of retaining the outlying field at Goliad for any future training uncertainties.

This analysis confirms a fatal flaw in the proposal to relocate Multi-engine T-44 training to NAS Pensacola. Current base operations and a 200% growth in joint NFO training by FY97 will exceed the most optimistic complex capacity by 44,000 operations even before a 20% surge requirement is considered. Movement of the E2/C2 training from NAS Pensacola to NAS Kingsville would help this capacity issue but would not satisfy the operational requirements. Joint Multi-engine T-44 training should remain at NAS Corpus Christi where it is ideally sited.

This Task Force continues to support the Navy's proposal to relocate Primary T-34 training out of NAS Corpus Christi in order to accommodate both east and west coast Mine Warfare HM squadrons. This analysis indicates sufficient hangar space to accommodate both the Mine Warfare helicopter assets as well as the Multi-engine T-44 assets.

The proposal to downgrade NAS Corpus Christi to a NAF in support of NAS Kingsville clearly ignores the nature of the present federal complex involving 46 tenant activities and the proposed addition of Mine Warfare helicopter squadrons. This redesignation should not be a BRAC issue but should be returned to the Navy for action after the BRAC process is complete.

Thank you for your consideration.

Loyd Neal
Chairman

OPERATIVE
:T BY ARANSAS,
ERG, NUECES,
N PATRICIO
UNTIES

# Document Separator

# COMMISSION BASE VISIT
# NAS-MERIDIAN, MS
# Monday, April 3, 1995

**COMMISSIONERS ATTENDING:**
**Joe Robles**

**STAFF ATTENDING:**
**Merril Beyer**
**Jim Brubaker**
**Elizabeth King**
**Mark Pross**
**Alex Yellin**

## ITINERARY

**Saturday, April 1**

8:08AM CT Elizabeth King departs Dallas/Ft. Worth en route Meridian, MS (via Atlanta): Delta flight 995.

12:37PM CT Elizabeth King arrives at Meridian, MS airport from Atlanta.
* Rental car: Avis Confirmation # 14747482US1
Days: April 1- 3 Phone: 1800-331-1212

**RON: NAS Meridian Bachelor Officer Quarters (BOQ)- VIP Suite**
**601/679-2386**

**Sunday, April 2**

9:05AM ET Jim Brubaker and Alex Yellin depart DC National en route Meridian, MS (via Atlanta):
Delta flight 2035.

12:37PM CT Jim Brubaker and Alex Yellin arrive at Meridian, MS airport and depart en route NAS Meridian.
* Rental car (Brubaker): Hertz Confirmation # 92170616F49
Days: April 2-4 Phone: 1800-654-3131

2:00PM to 4:00PM CT Jim Brubaker and Alex Yellin advance NAS Meridian.

FINAL as of 3/30/95 at 3:32 PM

6:15PM Merrill Beyer and Mark Pross depart DC National en route Meridian, MS (via Atlanta):
Delta flight 1799.

9:45PM Merrill Beyer and Mark Pross arrive at Meridian, MS airport from Atlanta:
Delta flight 7234.
* Picked up at airport by Elizabeth King and brought to RON.

**RON:** **NAS Meridian VIP BOQ**
**601/679-2386**

**Monday, April 3**

7:00AM CT Joe Robles departs San Antonio, TX en route Birmingham, AL:
MILAIR C-26.
* MILAIR will depart San Antonio International Airport at the Gen-Aero Fixed Base Operator Facility.

9:00AM CT Joe Robles arrives at NAS Meridian from San Antonio, TX.
* Met by CTW-1, Capt. Terry Pudas, CO NAS Meridian Capt. Robert Leitzel, LtCol Jim Brubaker, Senator Thad Cochran, Senator Trent Lott and Congressman Sonny Montgomery.

**9:10AM to 3:30PM CT** **NAS Meridian base visit and working lunch.**

3:45PM CT Commissioner and staff depart NAS Meridian en route Birmingham, AL:
MILAIR C-26:
Joe Robles
Elizabeth King
Alex Yellin

4:15PM CT Commissioner and staff arrive in Birmingham, AL at the 117th Air Refueling Wing, Alabama Air National Guard:
Joe Robles
Elizabeth King
Alex Yellin
* Picked up at airport by Paul Hegarty and escorted to RON.

**Meridian RON:** **NAS Meridian VIP BOQ**
**601/679-2386**
**Beyer, Brubaker, and Pross**

**Birmingham RON:** **Radisson Hotel Birmingham**
**808 S. 20th Street**
**Birmingham, Alabama**
**205/933-9000**
**Confirmation# is the traveler's last name.**
**Robles and Yellin**

**Tuesday, April 4**

6:30AM CT Merrill Beyer, Jim Brubaker and Mark Pross depart Meridian, MS en route Lubbock, TX (via Memphis and Dallas/FT. Worth):
Northwest flight 5139.

12:50pm CT Merrill Beyer, Jim Brubaker and Mark Pross arrive at Lubbock, TX airport.

| | | |
|---|---|---|
| * Rental car (Brubaker): | National | Confirmation # 1045883962 |
| Days: April 4-6 | | Phone: 1800-227-7368 |
| * Rental car (Beyer): | National | Confirmation # 1046321541 |
| Days: April 4-5 | | Phone: 1800-227-7368 |

**Lubbock RON:** **Reese AFB Officer Quarters**
**806/885-3155**
**Brubaker, Merrill and Pross**

**Texarkana RON:** **Red River Army Depot Visitor Officer Quarters**
**903/334-3111**
**King**

# Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950620-23

| | |
|---|---|
| FROM: DALTON, JOHN H. | TO: DIXON |
| TITLE: SEC OF NAVY | TITLE: CHAIRMAN |
| ORGANIZATION: DEPT OF NAVY | ORGANIZATION: DBCRC |
| INSTALLATION (s) DISCUSSED: | |

| OFFICE OF THE CHAIRMAN | FYI | ACTION | INIT | COMMISSION MEMBERS | FYI | ACTION | INIT |
|---|---|---|---|---|---|---|---|
| CHAIRMAN DIXON | | | | COMMISSIONER CORNELLA | ✓ | | |
| STAFF DIRECTOR | ✓ | | | COMMISSIONER COX | ✓ | | |
| EXECUTIVE DIRECTOR | ✓ | | | COMMISSIONER DAVIS | ✓ | | |
| GENERAL COUNSEL | ✓ | | | COMMISSIONER KLING | ✓ | | |
| MILITARY EXECUTIVE | | | | COMMISSIONER MONTOYA | ✓ | | |
| | | | | COMMISSIONER ROBLES | ✓ | | |
| DIR./CONGRESSIONAL LIAISON | ✓ | | | COMMISSIONER STEELE | ✓ | | |
| | | | | | | | |
| DIR./COMMUNICATIONS | | | | REVIEW AND ANALYSIS | | | |
| | | | | DIRECTOR OF R & A | ✓ | | |
| EXECUTIVE SECRETARIAT | | | | ARMY TEAM LEADER | | | |
| | | | | NAVY TEAM LEADER | ✓ | | |
| DIRECTOR OF ADMINISTRATION | ✓ | | | AIR FORCE TEAM LEADER | ✓ | | |
| CHIEF FINANCIAL OFFICER | | | | INTERAGENCY TEAM LEADER | ✓ | | |
| DIRECTOR OF TRAVEL | | | | CROSS SERVICE TEAM LEADER | | | |
| | | | | | | | |
| DIR./INFORMATION SERVICES | | | | | | | |

*TYPE OF ACTION REQUIRED*

| | | | |
|---|---|---|---|
| | Prepare Reply for Chairman's Signature | | Prepare Reply for Commissioner's Signature |
| | Prepare Reply for Staff Director's Signature | | Prepare Direct Response |
| | ACTION: Offer Comments and/or Suggestions | ✓ | FYI |

Subject/Remarks:

STATING NAVY STILL SUPPORTS RECOMMENDATION TO CLOSE NAS MERIDIAN AND REALIGN NAS CORPUS CHRISTI

Merrill

| | | | |
|---|---|---|---|
| Date: | Incoming Date: 950620 | Date Originated: 950620 | Mail Date: |

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON, D.C. 20350-1000

20 June 1995

The Honorable Alan J. Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

950620-23

Dear Chairman Dixon:

Thank you for the opportunity to reiterate the Department of the Navy's position on the infrastructure capacity required to accomplish the undergraduate pilot training (UPT) mission. I stand by my original recommendation to close Naval Air Station (NAS) Meridian and realign NAS Corpus Christi in order to consolidate all Navy Strike training in the Kingsville-Corpus Christi complex. I take this step reluctantly because NAS Meridian is a fine base in good condition and has enjoyed superb community support. Nevertheless, we cannot forego the savings from this closure in this time of declining budgets.

At your request, we carefully reviewed our assessment of the infrastructure we need to support current pilot training requirements and to accommodate a potential increase in UPT in the event force sizing initiatives recently proposed were to be adopted. It is our opinion that through careful management of aircraft assets, personnel, and resources, the risk we face by single siting our T-45 training assets is acceptable.

I trust the foregoing clearly articulates to the Commission the Department of the Navy's position regarding this base realignment and closure action. As always, if I can be of any further assistance, please let me know.

Sincerely,

John H. Dalton
Secretary of the Navy

# Document Separator

MERIDIAN MISSION BRIEF / CAPT PUDAS MON/APR 3, 95

CNATRA - Adm Hayden / Kingsville

T-45 Acquisition complete NLT 2001 (12 in 96 (FY96/1 1st deliv))

CQ dets use Fleet Carriers Sim Bldg complete (instl 97/1)

FAA Meridian Gap at Centroid

X-Wind limits due to TStorms (not normally a factor)

Hurricane Divert base

Columbus 65nm NE

A/G Ranges

- Sea Ray
- ANG Hattiesburg

Inter-Service Agreements w/Columbus

- OLF
- A/G Range
- Shelby Target (US Army)

CAPT Robertson "Grite" N889

CTW-1 MERIDIAN
CDR DAVE MOORE
DSN: 637-2312
-2706

Sam Sen. Lott

WHILEY Sen. Cochran

ACUZ zoning will prevent encroachment

what's the real capacity

CAPT Milt Smith
DSN 861-3980/3393
CNATRA / OPS-0
(512) 939-XXXX

CAPT PURSAS recommends

Community Presentation:

★ Can the NAVY do all STRIKE Trng at one base: KINGSVILLE?

T-45 Transition on track: Hangars, sims

Military Value: Proximity to water? What factor, weight?

- East/West Coast only dets (no TRNG carrier)
- Kingsville/Pensacola/Meridian all so to dets
- Another option: do X-Country training
- 4% Trng syllabus requires "WATER"

CQ at Syllabus end, SPUAS have INST CK complete (VFR ops not a show stopper)

93: Rank based on T-2/TA-4 output

95: T-45 estimates

Can Corpus take the jet capacity (Wetlands, ACUZ, Mixed/Inter-agency Ops)

PENS / MERIDIAN / COLUMBUS

Capacity FAA Normalized to ops/day-hr-year?

- Instead, use 100 ops/hr to get 80
- home field + OLF : 336 PTRs × .75 } Normalized for today's ops procedures
- PTRs - 195-Meridian 210 - Kingsville (due to wx)
- 192 planning factor → 228 is BEST CASE
- OLF planning factor of 11.6 hrs/day ignores ATC running of only 10 hrs

OSD Planning Factor: - 12.1 hrs/day : 22 launches/hr + 6 acft pattern Home + 4 acft OLF

- Capacity restriction can be RWY, IPs, SNDs, or actt/mx → balance
  - -- RWY rarely the limiter
- Night carrier practice (simulated) at Corpus, problems (noise, lights)

Complex: Col/Mer both jet & FTR/STRIKE training capable

- Assets easily shared: HOMES, OLFs (A&B), range
- Pens/Whiting :
- Kingsville/Corpus:

AIRSPACE:

| | | | | |
|---|---|---|---|---|
| | | East | (8-23k) | Use at night LOA given to Columbus |
| MERIDIAN: | Meridian 1 | West | (8-23k) | |
| | Pine Hill E/W | | (10-23k) | [Camden Ridge 500' - 10k] |
| | Birmingham | | (10-28k) | |
| | R4404 "Sea Ray" A/B/C | | (SFC - 11.5k) | |
| | Low Levels: | | VR 1030/31/32/33 | IR 044 |
| KINGSVILLE: | KINGSVILLE 1 | | ( ) | |
| | CHASE 3 | | | |
| | W228 CAT | | | |
| | R6312 "Yankee" & "Dixie" | | | |

# Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

# EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950530-5

| | |
|---|---|
| FROM: BOORDA, J.M. | TO: MONTGOMERY, SONNY |
| TITLE: ADMIRAL | TITLE: REP. (MS) |
| ORGANIZATION: | ORGANIZATION: U.S. CONGRESS |
| INSTALLATION (s) DISCUSSED: NAS MERIDIAN | |

| OFFICE OF THE CHAIRMAN | FYI | ACTION | INIT | COMMISSION MEMBERS | FYI | ACTION | INIT |
|---|---|---|---|---|---|---|---|
| CHAIRMAN DIXON | | | | COMMISSIONER CORNELLA | ✓ | | |
| STAFF DIRECTOR | ✓ | | | COMMISSIONER COX | ✓ | | |
| EXECUTIVE DIRECTOR | ✓ | | | COMMISSIONER DAVIS | ✓ | | |
| GENERAL COUNSEL | ✓ | | | COMMISSIONER KLING | ✓ | | |
| MILITARY EXECUTIVE | | | | COMMISSIONER MONTOYA | ✓ | | |
| | | | | COMMISSIONER ROBLES | ✓ | | |
| DIR./CONGRESSIONAL LIAISON | ✓ | | | COMMISSIONER STEELE | ✓ | | |
| | | | | | | | |
| DIR./COMMUNICATIONS | | | | REVIEW AND ANALYSIS | | | |
| | | | | DIRECTOR OF R & A | ✓ | | |
| EXECUTIVE SECRETARIAT | | | | ARMY TEAM LEADER | | | |
| | | | | NAVY TEAM LEADER | ✓ | | |
| DIRECTOR OF ADMINISTRATION | | | | AIR FORCE TEAM LEADER | ✓ | | |
| CHIEF FINANCIAL OFFICER | | | | INTERAGENCY TEAM LEADER | ✓ | | |
| DIRECTOR OF TRAVEL | | | | CROSS SERVICE TEAM LEADER | | | |
| | | | | | | | |
| DIR./INFORMATION SERVICES | | | | | | | |

*TYPE OF ACTION REQUIRED*

| | | | |
|---|---|---|---|
| | Prepare Reply for Chairman's Signature | | Prepare Reply for Commissioner's Signature |
| | Prepare Reply for Staff Director's Signature | | Prepare Direct Response |
| | ACTION: Offer Comments and/or Suggestions | ✓ | FYI |

Subject/Remarks:

DISCUSSING PROPOSED CLOSURE OF NAS MERIDIAN AND AFFECT IT WILL HAVE ON NAVY'S PILOT TRAINING PROGRAM.

INFO Merrill MARK

| | | | |
|---|---|---|---|
| Due Date: | Routing Date: 950530 | Date Originated: 950525 | Mail Date: |

Please refer to this number when responding 950530-5

CHIEF OF NAVAL OPERATIONS

25 May 1995

Dear Sonny,

In response to your letter of 18 May regarding NAS Meridian, let me say up front that there is a sizable amount of data that has to be re-certified given the matters you pointed out that prevents me from answering all of your specific questions at this time. Let me answer what I can now and we'll continue to work the data as it is developed.

First, you are correct that several events have occurred since DoN's analysis and DoD's recommendation were made regarding Meridian. As you know, DoN's analysis of training air stations was based on the FY 01 force structure with an annual Strike PTR of 336. Based on this requirement, DoN recommended Strike training be single-sited at NAS Kingsville which incorporated NAF Corpus Christi as an outlying field. Since that analysis, two events have occurred that change the underlying assumptions:

- Navy was given the requirement to fulfill the USAF EF-111 mission which requires us to buy 4 additional EA-6B squadrons and our own needs require us to buy back 6 additional F/A-18 squadrons across the FYDP. This plus up - provided we can successfully buy the 10 squadrons - is a 5 percent increase in Strike PTR (336 to 360).

- CNATRA has recommended accelerating the relocation of E-2/C-2 training (36 PTR) from NAS Pensacola to NAS Kingsville. Because the requirements for E-2/C-2 training are about half that of Strike, this would equate to roughly 22 additional Strike PTR.

Compounding these is the fact that procurement rate for T-45 aircraft of 12 per year, concomitant with the end of service life of TA-4J trainers, slows the transition to an all T-45 training syllabus which is significant because the alternative split of T-2/T-45 syllabus would require about 20 percent more flights per student.

If all of these are considered together, the requirements at NAS Kingsville will increase by about 18 percent. Based on the calculated capacity for Kingsville/Corpus Christi, this will require operating at near 100 percent capacity from FY 01 through FY 04, assuming Meridian closes in FY 01 (vice FY 99 as recommended). Operating this close to maximum capacity would be difficult and uncomfortable - and unsatisfactory if we had to increase PTR for a significant operational surge requirement. But I'd be less than honest if I didn't acknowledge that Navy has the ability to absorb some increased capacity with managed alternatives such as increased workdays, increased night flying.

detachments, and shifting some Strike related training into the JPATS aircraft when it comes on line. Again, this is recognizing the risk associated with additional unknowns like aircraft groundings, bad weather in excess of planned figures, and missed carrier quals due to CV/CVN operational commitments or weather.

With regards to the Samis and Hamilton report, the Naval Facilities Command has been directed to provide an assessment - and I will forward that on to you when it's done - but for the moment, I can't give you a good response on that.

In summary, if both NAS Kingsville and Meridian were to remain open - even at a PTR of 360 - we would be operating each base at well below capacity. The combination of increased Strike PTR and a single Strike training base makes successful completion of our projected PTR more difficult and reduces our capacity for surge operations - and that could be unacceptable. But the trade off remains the degree of difficulty or risks versus costs to operate 2 Strike training bases.

Sonny, I will continue to look hard at everything I can to give you the best answer possible and I will keep you informed as new developments arise.

Sincerely and very respectfully,

Mike

J. M. BOORDA
Admiral, U.S. Navy

The Honorable Gillespie V. Montgomery
U.S. House of Representatives
Washington, DC 20515-2403

# Document Separator

DBCRC STAFF BILLETING

| | ROOM | PHONE NUMBER |
|---|---|---|
| MR. YELLIN | #1003 | SUITE 601-679-2420<br>AUTOVON 637-2420 |
| LTCOL BRUBAKER | #1001 | SUITE 601-679-2116<br>AUTOVON 637-2116 |
| LTCOL BEYER | #1005 | SUITE 601-679-2897<br>AUTOVON 637-2897 |
| MR. PROSS | #1007 | |
| MS. KING | #1009 | |

PHONES LOCATED IN BEDROOMS:

| | | |
|---|---|---|
| COMMERCIAL | 601-679-2186 | - AT TONE ENTER 4-DIGIT ROOM NUMBER |
| AUTOVON | 637-2196 | - AT TONE ENTER 4-DIGIT ROOM NUMBER |

Document Separator

# DRAFT

5050
00000

**MEMORANDUM**

From: Commander Training Air Wing ONE
To: Distribution

Subj: DISTINGUISHED GUEST VISIT

Ref: (a) COMTRAWINGONEINST 5050.1C

Encl: (1) Schedule of Events/Attendees
(2) VIP Staff
(3) Ground Transportation Plan
(4) Aerial Tour C-12 Seating Plan
(5) Luncheon Seating Arrangement/Schedule of Events

1. Per reference (a), the following information is promulgated:

a. Major General Josue (Joe) Robles, Jr. USA (Ret)
Commissioner, Base Closure & Realignment Commission
~~(BCRC)~~

The Honorable Kirk Fordice
Governor of the State of Mississippi

The Honorable Thad Cochran, Senator
State of Mississippi

The Honorable Trent Lott, Senator
State of Mississippi

The Honorable G. V. "Sonny" Montgomery, Congressman
State of Mississippi

b. Date of visit: 3 April 95

c. Method, place, and time of arrival: 3 APRIL 95

General Robles: C-26, Base Operations, 0900

Governor Fordice: King Air, Base Operations, 1200

Senator Cochran: POV, Base Operations, 0845

Senator Lott: POV, Base Operations, 0845

Congressman Montgomery: POV, Base Operations, 0845

Subj: DISTINGUISHED GUEST VISIT

(4) Uniform: Summer Whites

(5) PAO:

(a) Coordinate press coverage of Commissioner's arrival

(b) Coordinate press coverage of luncheon

(c) Prepare press availability area (Lobby of Base Operations)

(6) BOQ: 5 VIP suites for DBCRC staff

2. Other specific guidance: On 3 April, all activities minimize shipment arrivals/travel on station during the hours of 0900-1300.

T. J. PUDAS

Distribution:
COMTRAWING ONE
CO, NAS Meridian
CO, TRARON SEVEN
CO, TRARON NINETEEN
CO, TRARON TWENTY-THREE
CO, NTTC
CO, RCTA
Wing OPS
Wing Maintenance
Wing Administration
NAS CDO
NAS PWO
NAS Security
NAS PAO
NAS MWR/Lakeside Club
NAS OPS

# SCHEDULE OF EVENTS/ATTENDEES

## 3 APRIL 95

| | |
|---|---|
| 0900 | MAJOR GENERAL ROBLES ARRIVES NAS MERIDIAN BASE OPERATIONS MET BY CTW-1, CO NASMER, CONGRESSMAN MONTGOMERY, SENATOR COCHRAN, SENATOR LOTT (PRESS COVERAGE ONLY)<br>VAN TRANSPORTATION TO HANGAR SEE ENCLOSURE (3) |
| 0910-1000 | COMMAND BRIEF/PRESENTATION<br>COMTRAWINGONE CONFERENCE ROOM (HANGAR)<br>MGEN ROBLES, CTW-1, CO NASMER, CONGRESSMAN MONTGOMERY, SENATOR COCHRAN, SENATOR LOTT, DBCRC STAFF, OLA STAFF, OTHERS TBA |
| 1005-1050 | AERIAL TOUR OF NAS OUTLYING FACILITIES<br>MGEN ROBLES, CTW-1, CONGRESSMAN MONTGOMERY, LTCOL BRUBAKER, MR. YELLIN (SEE ENCLOSURE (4) BEYER<br>(SIMULATOR/TRAINING BUILDING TOUR FOR REMAINING VIPS) CO NASMER, OTHERS TBD |
| *1030 | COMMUNITY SUPPORTERS IN PLACE ALONG MOTORCADE ROUTE |
| 1055-1110 | WINDSHIELD TOUR CENTROID AREA<br>(SEE ENCLOSURE (3) FOR GROUND TRANSPORTATION PLAN) |
| 1110-1140 | WINDSHIELD TOUR MAINSIDE/HOUSING<br>(SEE ENCLOSURE (3) FOR GROUND TRANSPORATION)<br>(MOTORCADE ALONG ROUTE LINED WITH COMMUNITY SUPPORTERS) |
| 1200 | GOVERNOR FORDICE ARRIVES BASE OPERATIONS MET BY CTW-1 CHIEF OF STAFF AND ESCORTED TO LUNCHEON VIA MISSISSIPPI STATE TROOPER VEHICLE |
| 1145-1215 | REGIONAL COUNTERDRUG TRAINING ACADEMY BRIEF/TOUR<br>MGEN ROBLES, COLONEL GOFF, CTW-1, CO NASMER, CONGRESSMAN MONTGOMERY, SENATOR COCHRAN, SENATOR LOTT, DBCRC STAFF, OLA STAFF, OTHERS TBD |
| 1220-1320 | LUNCH AT LAKESIDE CLUB (150 GUESTS)<br>(PRESS COVERAGE ONLY)<br>SEATING ARRANGEMENTS/ SCHEDULE OF EVENTS<br>(SEE ENCLOSURE (5)) |

| | |
|---|---|
| 1325-1355 | NAVAL TECHNICAL TRAINING CENTER BRIEF/TOUR<br>MGEN ROBLES, CDR MORAN, CTW-1, CO NASMER, CONGRESSMAN MONTGOMERY, SENATOR COCHRAN, SENATOR LOTT, GOVERNOR FORDICE, DBCRC STAFF, OLA STAFF, GOVERNOR'S STAFF |
| 1400-1415 | PRE-DEPARTURE WRAP-UP DISCUSSIONS (BASE OPERATIONS VIP LOUNGE)<br>MGEN ROBLES, CTW-1, CO NASMER, CONGRESSMAN MONTGOMERY, SENATOR COCHRAN, SENATOR LOTT, GOVERNOR FORDICE, OTHERS TBD |
| 1415-1430 | MEDIA AVAILABILITY (BASE OPERATIONS LOBBY) |
| 1430 | CONGRESSIONAL DELEGATION DEPARTS |
| 1435 | GOVERNOR FORDICE DEPARTS |
| 1445-1515 | COMMUNITY PRESENTATION (CTW-1 COMMAND SUITE)<br>MGEN ROBLES, CTW-1, MR. YELLIN, LTCOL BRUBAKER, MR. BILL CRAWFORD, PLUS 3 COMMUNITY REPRSENTATIVES, OTHERS TBD |
| 1530 | MAJOR GENERAL ROBLES DEPARTS FOR BIRMINGHAM |

# VIP STAFF PERSONNEL

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

| | | ARRIVAL | DEPARTURE |
|---|---|---|---|
| MR. YELLIN | NAVY TEAM LEADER | 1300, 2 APR | 1545, 3 APR |
| LTCOL BRUBAKER | DOD ANALYST/USMC | 1300, 2 APR | 1545, 3 APR |
| LTCOL BEYER | DOD ANALYST/USAF | 1800, 2 APR | 1545, 3 APR |
| MR. PROSS | SENIOR ANALYST/GAO | 1800, 2 APR | 1545, 3 APR |
| MS. KING | LEGAL COUNSEL | 1800, 1 APR | 1545, 3 APR |

*3 APR 0830 ARRIVAL/1545 DEPARTURE FOR OFFICIAL VISIT BY POVS

*CONGRESSIONAL DELEGATION AND OLA STAFF WILL ARRIVE 3 APR C-20 0830 AT BASE OPERATIONS DEPART C-20 AT 1430

CONGRESSIONAL DELEGATION

| | |
|---|---|
| MR. SAM ADCOCK | SENATOR LOTT'S OFFICE |
| MR. MITCH KUGLER | SENATOR COCHRAN'S OFFICE |
| MR. KYLE STEWARD | CONGRESSMAN MONTGOMERY'S OFFICE |

OFFICE OF LEGISLATIVE AFFAIRS

CDR SEAN FOGARTY
CDR DILLARD GEORGE

*GOVERNOR AND STAFF WILL ARRIVE BASE OPERATIONS 3 APR 1200 BY KING AIR AIRCRAFT/DEPART BASE OPERATIONS 3 APR 1435 BY KING AIR

| | |
|---|---|
| GOVERNOR KIRK FORDICE | STATE OF MISSISSIPPI |
| MR. JIMMY HEIDEL | EXECUTIVE DIRECTOR (DECD) |
| COL NICK ARDILLO (RET) | DEPUTY CHIEF OF STAFF |
| COL FLO YOSTE (RET) | DECD |
| MS. JOHNNA VAN | PRESS SECRETARY |
| MR. RICHARD KALDON | STATE PILOT |
| TBD | SECURITY |

ENCLOSURE (2)

# GROUND TRANSPORTATION PLAN

0900 BASE OPERATIONS TO HANGAR

| | | |
|---|---|---|
| MINIVAN #1 | DRIVER | - CAPT PUDAS |
| | PASSENGERS | - MGEN ROBLES |
| | | - CONGRESSMAN MONTGOMERY |
| | | - LTCOL BRUBAKER |
| | | - MR. YELLIN |
| MINIVAN #2 | DRIVER | - CAPT LEITZEL |
| | PASSENGERS | - SENATOR COCHRAN |
| | | - SENATOR LOTT |
| | | - MR. ADCOCK |
| | | - MR. KUGLER |
| MAXIVAN | DRIVER | - CDR MOORE |
| | PASSENGERS | - LTCOL BEYER |
| | | - MR. PROSS |
| | | - MS. KING |
| | | - CDR FOGARTY |
| | | - CDR GEORGE |
| | | - MR. STEWARD |

1000 HANGAR TO BASE OPERATIONS FOR C-12 AERIAL TOUR

| | | |
|---|---|---|
| MINIVAN #1 | DRIVER | - CAPT PUDAS |
| | PASSENGERS | - MGEN ROBLES |
| | | - CONGRESSMAN MONTGOMERY |
| | | - LTCOL BRUBAKER |
| | | - MR. YELLIN |

1000 HANGAR TO SIMULATOR BUILDING FOR TOUR

| | | |
|---|---|---|
| MINIVAN #2 | DRIVER | - CAPT LEITZEL |
| | PASSENGERS | - SENATOR COCHRAN |
| | | - SENATOR LOTT |
| | | - MR. ADCOCK |
| | | - MR. KUGLER |
| MAXIVAN | DRIVER | - CDR MOORE |
| | PASSENGERS | - MR. PROSS |
| | | - MS. KING |
| | | - CDR FOGARTY |
| | | - CDR GEORGE |
| | | - MR. STEWARD |

ENCLOSURE (3)

1055 WINDSHIELD TOUR CENTROID/MAINSIDE/HOUSING
DEPART BASE OPERATIONS (MOTORCADE)

VEHICLE #1

| | |
|---|---|
| DRIVER | CAPT PUDAS |
| MGEN ROBLES | CONG MONTG |

VEHICLE #2

| | |
|---|---|
| DRIVER | CAPT LEITZEL |
| SEN COCHRAN | SEN LOTT |

MINIVAN #1 DRIVER - CDR MOORE
PASSENGERS - LTCOL BRUBAKER
- MR. YELLIN
- LTCOL BEYER

MINIVAN #2 DRIVER - LCDR DOWTY
PASSENGERS - MR. PROSS
- MS. KING

MAXIVAN DRIVER - MAJOR MACDOUGALL
PASSENGERS - MR. ADCOCK
- MR. KUGLER
- CDR FOGARTY
- CDR GEORGE
- MR. STEWARD

1200 GOVERNOR FORDICE MET BY CDR CRAMER (CTW-1 CSO)
ESCORTED TO LUNCHEON VIA MISSISSIPPI STATE TROOPER
VEHICLE WITH COL ARDILLO AND MR. HEIDEL

MINIVAN DRIVER - LCDR KAY
PASSENGERS - COL YOSTE
- MR. KALDON
- MS. VAN
- GOV SECURITY

1320 LAKESIDE CLUB TO NTTC

MINIVAN #1 DRIVER - CAPT PUDAS
PASSENGERS - MGEN ROBLES
- CONGRESSMAN MONTGOMERY
- GOVERNOR FORDICE
- LTCOL BRUBAKER

ENCLOSURE (3)

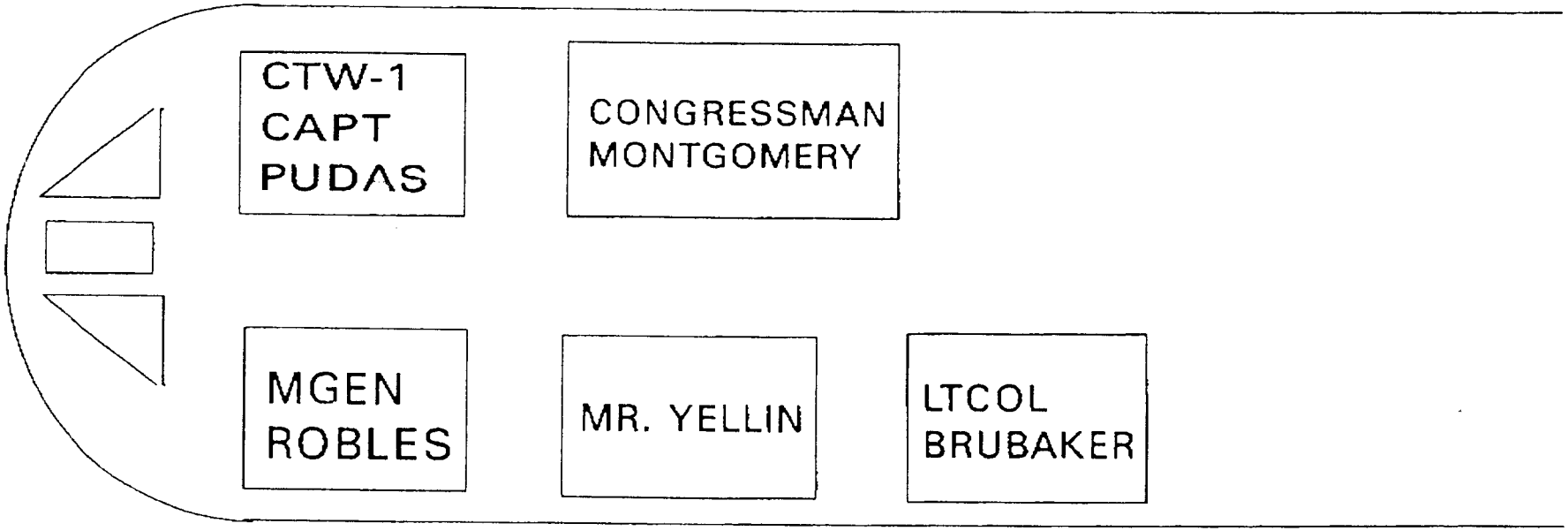
| | | | |
|---|---|---|---|
| MINIVAN #2 | DRIVER | - | CAPT LEITZEL |
| | PASSENGERS | - | SENATOR COCHRAN |
| | | - | SENATOR LOTT |
| | | - | MR. ADCOCK |
| | | - | MR. KUGLER |
| MINIVAN #3 | DRIVER | - | LCDR KAY |
| | PASSENGERS | - | MR. HEIDEL |
| | | - | COL ARDILLO |
| | | - | COL YOSTE |
| | | - | MS. VAN |
| MAXIVAN | DRIVER | - | CDR MOORE |
| | PASSENGERS | - | MR. YELLIN |
| | | - | LTCOL BEYER |
| | | - | MR. PROSS |
| | | - | MS. KING |
| | | - | CDR FOGARTY |
| | | - | CDR GEORGE |
| | | - | MR. STEWARD |
| | | - | MR. KALDON |
| | | - | GOV SECURITY |

1355 NTTC TO BASE OPERATIONS

| | | | |
|---|---|---|---|
| MINIVAN #1 | DRIVER | - | CAPT PUDAS |
| | PASSENGERS | - | MGEN ROBLES |
| | | - | CONGRESSMAN MONTGOMERY |
| | | - | GOVERNOR FORDICE |
| | | - | LTCOL BRUBAKER |
| MINIVAN #2 | DRIVER | - | CAPT LEITZEL |
| | PASSENGERS | - | SENATOR COCHRAN |
| | | - | SENATOR LOTT |
| | | - | MR. ADCOCK |
| | | - | MR. KUGLER |
| MINIVAN #3 | DRIVER | - | LCDR KAY |
| | PASSENGERS | - | MR. HEIDEL |
| | | - | COL ARDILLO |
| | | - | COL YOSTE |
| | | - | MS. VAN |
| MAXIVAN | DRIVER | - | CDR MOORE |
| | PASSENGERS | - | MR. YELLIN |
| | | - | LTCOL BEYER |
| | | - | MR. PROSS |
| | | - | MS. KING |
| | | - | CDR FOGARTY |
| | | - | CDR GEORGE |
| | | - | MR. STEWARD |
| | | - | MR. KALDON |
| | | - | SECURITY |

| | | | | |
|---|---|---|---|---|
| 1435 | BASE OPERATIONS TO HANGAR | | | |
| | MINIVAN #1 | DRIVER | - | CAPT PUDAS |
| | | PASSENGERS | - | MGEN ROBLES |
| | | | - | LTCOL BRUBAKER |
| | | | - | MR. YELLIN |
| 1520 | HANGAR TO BASE OPERATIONS | | | |
| | MINIVAN#1 | DRIVER | - | CAPT PUDAS |
| | | PASSENGERS | - | MGEN ROBLES |
| | | | - | LTCOL BRUBAKER |
| | | | - | MR. YELLIN |

# CTW-1 AERIAL TOUR - C-12 (03APR95)




ENCLOSURE (4)

# MGEN ROBLES LUNCHEON 03 APR 95

FRONT

LUNCHEON HEAD TABLE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| MERIDIAN MAYOR | CTW-1 | SENATOR | CONGRESSMAN | DBCRC COMMISIONER | GOVENOR | SENATOR | CO NASMER | PRESIDENT LAUDERDALE COUNTY BOARD OF SUPERVISORS |
| JOHN ROBERT SMITH | CAPT TERRY PUDAS | THAD COCHRAN | G. V. "SONNY" MONTGOMERY | MGEN ROBLES | KIRK FORDICE | TRENT LOTT | CAPT ROBERT LEITZEL | DOCTOR KORNEGAY |

ENCLOSURE (5)

**LUNCHEON SCHEDULE OF EVENTS**

| | |
|---|---|
| 1200-1215 | GUESTS ARRIVE AND ARE SEATED |
| 1220 | OFFICIAL PARTY ARRIVES MET IN LOBBY BY MISSISSIPPI GOVERNOR KIRK FORDICE, MERIDIAN MAYOR JOHN ROBERT SMITH AND PRESIDENT OF THE LAUDERDALE BOARD OF SUPERVISORS, DR. HOBERT KORNEGAY |
| | PROCEED TO HEAD TABLE |
| | WELCOME - CAPTAIN PUDAS |
| | BLESSING - CDR JOHN SAUNDERS, NAS CHAPLAIN |
| TIME TBD | CAPT PUDAS RECOGNIZE CONGRESSMAN MONTGOMERY FOR REMARKS AND INTRODUCTION OF DISTINGUISHED GUESTS |
| 1320 | CLOSING REMARKS CAPT LEITZEL, CO NAS MERIDIAN |

Document Separator

# DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

## SUMMARY SHEET

## NAVAL AIR STATION MERIDIAN, MISSISSIPPI

### INSTALLATION MISSION

To provide facilities and services in support of aviation activities of the Naval Air Training Command and other activities as directed. Intermediate and advanced strike training conducted (jet carrier aircraft).

### DOD RECOMMENDATION

- Close Naval Air Station (NAS), Meridian, Mississippi. Relocate undergraduate strike pilot training to NAS Kingsville.
- Naval Technical Training Center (NTTC) to close and its training functions relocated to other activities, primarily the Navy Supply Corps School, Athens, Georgia and Naval Education and Training Center, Newport, Rhode Island.
- Retain the Regional Counterdrug Training Academy and transfer facilities to the Academy.

### DOD JUSTIFICATION

- The current Force Structure Plan shows a continuing decline in the Pilot Training Rate (PTR) so that Navy strike training could be handled by a single full-strike training base.
- The consolidation of strike training that follows the closure of NAS Meridian is in the spirit of the policy of the Secretary of Defense that functional pilot training be consolidated.
- The Undergraduate Pilot Training Joint Cross-Service Group included the closure of NAS Meridian in each of its closure/realignment alternatives.

### COST CONSIDERATIONS DEVELOPED BY DOD

The return on investment data below applies to the closure of NAS Meridian, NTTC Meridian, the realignment of NAS Corpus Christi to an NAF, and the NAS Alameda redirect.

- One-Time Cost: $83.4 million
- Net Costs and Savings During Implementation: $158.8 million
- Annual Recurring Savings: $33.4 million
- Break-Even Year: immediate
- Net Present Value Over 20 Years: $471.2 million

## MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

| | Military | Civilian | Students |
|---|---|---|---|
| Baseline | 768 | 265 | 866 |
| Reductions | 388 | 220 | 0 |
| Realignments | 686 | 170 | 1282 |
| Total | 1074 | 390 | 1282 |

## MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

| Out | | In | | Net Gain (Loss) | |
|---|---|---|---|---|---|
| Military | Civilian | Military | Civilian | Military | Civilian |
| 1643 | 947 | 0 | 0 | (1643) | (947) |

## ENVIRONMENTAL CONSIDERATIONS

- Generally Positive

## REPRESENTATION

| | |
|---|---|
| Governor: | Kirk Fordice |
| Senators: | Thad Cochran |
| | Trent Lott |
| Representative: | G.V. "Sonny" Montgomery |

## ECONOMIC IMPACT

- Potential Employment Loss: 3324 jobs (2581 direct and 743 indirect)
- Lauderdale Co. MS MSA Job Base: 41,583 jobs
- Percentage: 8.0% percent decrease
- Cumulative Economic Impact (1996-2001): 8.0% percent decrease

## MILITARY ISSUES

- The Navy reluctantly recommended NAS Meridian for closure.

## COMMUNITY CONCERNS/ISSUES

- Navy may have miscalculated their capacity analysis including flight operations per Pilot Training Rate (PTR).
- Safety concerns around single site PTR, specifically at an airfield near 100% capacity yet trying to train student naval aviators.
- Navy out year PTR and joint recommendations or lack thereof.

## ITEMS OF SPECIAL EMPHASIS

- None

James R. Brubaker/Navy/03/29/95 2:22 PM

# DOD Base Closure and Realignment Report to the Commission

# DEPARTMENT OF THE NAVY

# ANALYSES

# AND

# RECOMMENDATIONS

(Volume IV)

March 1995

## ATTACHMENT F-2

## RECOMMENDATION FOR CLOSURE

## NAVAL AIR STATION, MERIDIAN, MISSISSIPPI

**Recommendation:** Close Naval Air Station, Meridian, Mississippi, except retain the Regional Counterdrug Training Academy facilities which are transferred to the Academy. Relocate the undergraduate strike pilot training function and associated personnel, equipment and support to Naval Air Station, Kingsville, Texas. Its major tenant, the Naval Technical Training Center, will close, and its training functions will be relocated to other training activities, primarily the Navy Supply Corps School, Athens, Georgia and Naval Education and Training Center, Newport, Rhode Island.

**Justification:** The 1993 Commission recommended that Naval Air Station, Meridian remain open because it found that the then-current and future pilot training rate (PTR) required that there be two full-strike training bases, Naval Air Station, Kingsville, Texas and Naval Air Station, Meridian. In the period between 1993 and the present, two factors emerged that required the Department of the Navy again to review the requirement for two such installations. First, the current Force Structure Plan shows a continuing decline in the PTR (particularly in the decline from 11 to 10 carrier air wings) so that Navy strike training could be handled by a single full-strike training base. Second, the consolidation of strike training that follows the closure of NAS Meridian is in the spirit of the policy of the Secretary of Defense that functional pilot training be consolidated. The training conducted at Naval Air Station, Meridian is similar to that conducted at Naval Air Station, Kingsville, which has a higher military value, presently houses T-45 assets (the Department of the Navy's new primary strike training aircraft) and its supporting infrastructure, and has ready access to larger amounts of air space, including over-water air space if such is required. Also, the Undergraduate Pilot Training Joint Cross-Service Group included the closure of Naval Air Station, Meridian in each of its closure/realignment alternatives. The separate recommendation for the consolidation of the Naval Technical Training Center functions at two other major training activities provides improved and more efficient management of these training functions and aligns certain enlisted personnel training to sites where similar training is being provided to officers.

**Return on Investment:** The return on investment data below applies to the closure of NAS Meridian, the closure of NTTC Meridian, the realignment of NAS Corpus Christi to an NAF, and the NAS Alameda redirect. The total estimated one-time cost to implement these recommendations is $83.4 million. The net of all costs and savings during the implementation period is a savings of $158.8 million. Annual recurring savings after implementation are $33.4 million with an immediate return on investment expected. The net present value of the costs and savings over 20 years is a savings of $471.2 million.

Impacts:

**Economic Impact on Communities:** The economic data below applies to the closure of NAS Meridian and the closure of NTTC Meridian. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3324 jobs (2581 direct jobs and 743 indirect jobs) over the 1996-to-2001 period in the Lauderdale County, Mississippi economic area, which is 8.0 percent of economic area employment.

**Community Infrastructure Impact:** There is no known community infrastructure impact at any receiving installation.

**Environmental Impact:** The closure of NAS Meridian will have a generally positive effect on the environment. Undergraduate Pilot Training will be relocated to NAS Kingsville, which is in an air quality control district that is in attainment for CO, ozone, and PM-10. Cleanup of the six IR sites at NAS Meridian will continue. No impact was identified for threatened/endangered species, sensitive habitats and wetlands, cultural/historical resources, land/air space use, pollution control, and hazardous material waste requirements. Adequate capacity exists for all utilities at the gaining base, and there is sufficient space for rehabilitation or unrestricted acres available for expansion.

# NAVY INSTALLATION LIST -- BRAC 95

## NAVAL BASES

Naval Air Station, North Island, CA
Naval Station, San Diego, CA
Submarine Base, San Diego, CA
Submarine Base, New London, CT
Submarine Base, Kings Bay, GA
(r) Naval Activities, Guam
Naval Station, Pearl Harbor, HI
Submarine Base, Pearl Harbor, HI
Naval Station, Pascagoula, MS
Naval Station, Roosevelt Roads, PR
Naval Station, Ingleside, TX
Amphibious Base, Little Creek, VA
Naval Station, Norfolk, VA
Submarine Base, Bangor, WA
Naval Station, Everett, WA

## MARINE CORPS BASES

Marine Corps Base, Hawaii, Kaneohe, HI
Marine Corps Base, Camp Lejeune, NC
Marine Corps Base, Camp Pendleton, CA

## OPERATIONAL AIR STATIONS

(c) Naval Air Facility, Adak, AK
Marine Corps Air Station, Yuma, AZ
(rd)Naval Air Station, Alameda, CA
Marine Corps Air Station, Camp Pendleton, CA
Naval Air Facility, El Centro, CA
(rd)Marine Corps Air Station, El Toro, CA
Naval Air Station, Lemoore, CA
Naval/Marine Corps Air Station, Miramar, San Diego, CA
Naval Air Station, North Island, San Diego, CA
(rd)Marine Corps Air Station, Tustin, CA
(rd)Naval Air Station, Cecil Field, FL
Naval Air Station, Jacksonville, FL
(c) Naval Air Station, Key West, FL
Naval Station, Mayport, FL
(rd)Naval Air Station, Agana, GU
(rd)Naval Air Station, Barbers Point, HI
Marine Corps Base Hawaii, Kaneohe, HI
Naval Air Station, Brunswick, ME
Naval Air Station, Fallon, NV
Marine Corps Air Station, Cherry Point, NC
Marine Corps Air Station, New River, Jacksonville, NC
Naval Station, Roosevelt Roads, PR
Marine Corps Air Station, Beaufort, SC
Naval Air Station, Norfolk, VA
Naval Air Station, Oceana, Virginia Beach, VA
Naval Air Station, Whidbey Island, Oak Harbor, WA

## RESERVE AIR STATIONS

Naval Air Station, Atlanta, GA
Naval Air Station, New Orleans, LA
(c) Naval Air Station, South Weymouth, MA
(rd)Naval Air Facility, Detroit, MI
Naval Air Station, Willow Grove, PA
Naval Air Station, Fort Worth, TX
Naval Air Facility, Washington, DC

## RESERVE ACTIVITIES

286 Naval and Marine Corps Reserve Centers/Commands
(c) Naval Reserve Center, Huntsville, AL
(c) Naval Reserve Center, Pomona, CA
(c) Naval Reserve Center, Santa Ana, CA
(c) Naval Reserve Center, Stockton, CA
(c) Naval Reserve Center, Cadillac, MI
(c) Naval Reserve Center, Staten Island, NY
(c) Naval Reserve Center, Laredo, TX
(c) Naval Reserve Center, Sheboygan, WI
(c) Naval Air Reserve Center, Olathe, KS
(c) Region Seven, Naval Reserve Readiness Command Charleston, SC
(c) Region Ten, Naval Reserve Readiness Command New Orleans, LA

## TRAINING AIR STATIONS

Naval Air Station, Whiting Field, Milton, FL
Naval Air Station, Pensacola, FL
(ce)Naval Air Station, Meridian, MS
(r) Naval Air Station, Corpus Christi, TX
Naval Air Station, Kingsville, TX

## TRAINING/EDUCATIONAL CENTERS

Marine Corps Recruit Depot, San Diego, CA
Naval Training Center, Great Lakes, IL
Marine Corps Recruit Depot, Parris Island, SC
Naval Amphibious School Pacific, Coronado, CA
Fleet Anti-Submarine Warfare Training Center Pacific, San Diego, CA
Fleet Combat Training Center Pacific, San Diego, CA
Fleet Training Center, San Diego, CA
(rd)Naval Training Center, San Diego, CA
Fleet Training Center, Mayport, FL
(rd)Navy Nuclear Power Propulsion Training Center, Orlando, FL
(rd)Naval Training Center, Orlando, FL
Trident Training Facility, Kings Bay, GA
Fleet Mine Warfare Training Center, Charleston, SC
Naval Amphibious School Atlantic, Little Creek, VA
Fleet Anti-Submarine Warfare Training Center Atlantic, Norfolk, VA
Fleet Training Center, Norfolk, VA
Fleet Combat Training Center Atlantic, Virginia Beach, VA
Trident Training Facility, Bangor, WA
Naval Amphibious Base, Coronado, CA
Marine Corps Air Ground Combat Center, Twentynine Palms, CA
Naval Submarine School, New London, CT
Naval Technical Training Center, Corry Station, FL
Naval Supply Corps School, Athens, GA
(c) Naval Technical Training Center, Meridian, MS
Naval Education and Training Center, Newport, RI
Surface Warfare Officers School Command, Newport, RI
Naval Air Technical Training Center, Millington, TN
AEGIS Training Center, Dahlgren, VA
Marine Corps Combat Development Command, Quantico, VA
Naval Postgraduate School, Monterey, CA
United States Naval Academy, Annapolis, MD
Naval War College, Newport, RI

## NAVAL AVIATION DEPOTS

Naval Aviation Depot, North Island, CA
Naval Aviation Depot, Jacksonville, FL
(rd)Naval Aviation Depot, Pensacola, FL
Naval Aviation Depot, Cherry Point, NC

## NAVAL SHIPYARDS

(ce)Naval Shipyard, Long Beach, CA
(ce)Ship Repair Facility, Guam
Naval Shipyard, Pearl Harbor, HI
Naval Shipyard, Portsmouth, NH
(rd)Naval Shipyard, Philadelphia, PA
Naval Shipyard, Norfolk, VA
Naval Shipyard, Puget Sound, Bremerton, WA

(c) Closure candidate (ce) Closure-except candidate
(r) Realignment candidate (rd) Redirect candidate

# NAVAL AIR STATION MERIDIAN, MISSISSIPPI
# (McCAIN FIELD)

## INSTALLATION REVIEW

**Mission:**

- To maintain and operate facilities and to provide services and material to support operations of aviation activities and units of the Naval Air Training Command and other activities and units designated by the CNO. Designed specifically for jet pilot training, contains two staggered 8000 foot runways and one 6400 foot crosswind runway. Includes NOLF Joe Williams Field, 19 miles northwest of NAS Meridian which is also 8000 feet long and SEARAY air-to-ground target complex 31 miles to the north. Under an Interservice Support Agreement (ISSA), CTW-1 and 14th FTW Columbus AFB jointly use OLF GUNSHY located 20 miles northeast.

**Where:**

- 14 miles northeast of the city of Meridian (population 50,000) on Highway 39N. Meridian, MS is 165 miles southeast of Memphis, TN, and 125 Miles north of Mobile, AL.

**Major Units:**

- Training Air Wing 1 (CTW-1); Training Squadrons 7 and 19 and 23 (VT-7, VT-19, VT-23); Naval Technical Training Center (NTTC); Marine Aviation Training Support Group (MATSG); and Regional Counterdrug Training Academy.

    - CTW-1: Immediate superior in command to the Commanding Officer of the naval air station, training squadrons, and other facilities as may be placed under his cognizance. Administers, coordinates, and supervises flight and academic training and support conducted by three subordinate squadrons as directed by the Chief of Naval Air Training.
    - VT-7: Advanced Strike Training flying the TA-4J Skyhawk ( 74 aircraft).
    - VT-19/VT-23 Intermediate Strike Training flying the T-2C Buckeye. ( 83 aircraft).
    - NTTC: Navy's primary training facility for enlisted administrative and supply class "A" schools, which are for personnel enroute to their first command after completing recruit training. Advanced schools include Yeoman "C" Flagwriter and Religious Program Specialist.

    MATSG: Provides all similar Marine Corps training in supply, administrative, and related ratings.

**Environmental/Encroachment Issues:**

- Meridian has no major environmental issues. Evaluated sites have not been listed on the National Priorities List. There are no existing or anticipated encroachment issues. There are existing AICUZ ordnance's in place at both the main installation and the Navy owned outlying field.

**Population:**

- 1,800 active duty; 1,200 family members; 1,400 civilians, which include both DON employees and civilian contract aircraft maintenance employees.

**Housing:**

- 144 officer family units; 376 enlisted family units; 121 BOQ spaces; 2056 BEQ spaces.

**Temporary Lodging:**

- 6 distinguished visitor units; 49 visiting officer units; 34 visiting enlisted units; 28 temporary lodging facilities.

**Commissary/Exchange Mall Complex:**

- Contains separate Navy Exchange Retail Store, Commissary. Laundry/Dry Cleaners, Uniform Store, Banking Facility, Barber/Beauty Shop. McDonald's Restaurant, Movie Theater and Bowling Alley.

**Schools:**

- In Meridian and Lauderdale County school districts. Enrollment currently below capacity. Five institutions of higher learning. Undergraduate and Graduate courses are available on-site and in the local community.

**Health Care:**

- Clinic only. Closest naval hospital is Pensacola Naval Hospital (150 air miles). The community of Meridian serves as a regional medical hub for eastern Mississippi and western Alabama. There are 3 major hospitals located in the City of Meridian.

**Community Support:**

- NAS Meridian is Lauderdale County's largest employer.

**Key Personnel and Phone Numbers:**

- Mayor of Meridian:
  John Robert Smith 601-485-1927

- President, Meridian City Council:
  Dr. George Thomas 601-483-8502

- President, Lauderdale County Board of Supervisors:
  Dr. Hobert Kornegay 601-482-9746

- Meridian/Lauderdale County Partnership:
  R. Tucson Roberts 601-693-1306

- Navy Meridian Team Leader:
  Bill Crawford 601-484-7725

- Meridian Area Navy League President:
  C.D. Smith 601-693-8917

**Military Personnel and Phone Numbers:**

- Commander Training Air Wing ONE
  Captain Terry J. Pudas 601-679-2148/2193

- Commanding Officer, Naval Air Station Meridian
  Captain Robert L. Leitzel 601-679-2111/2112

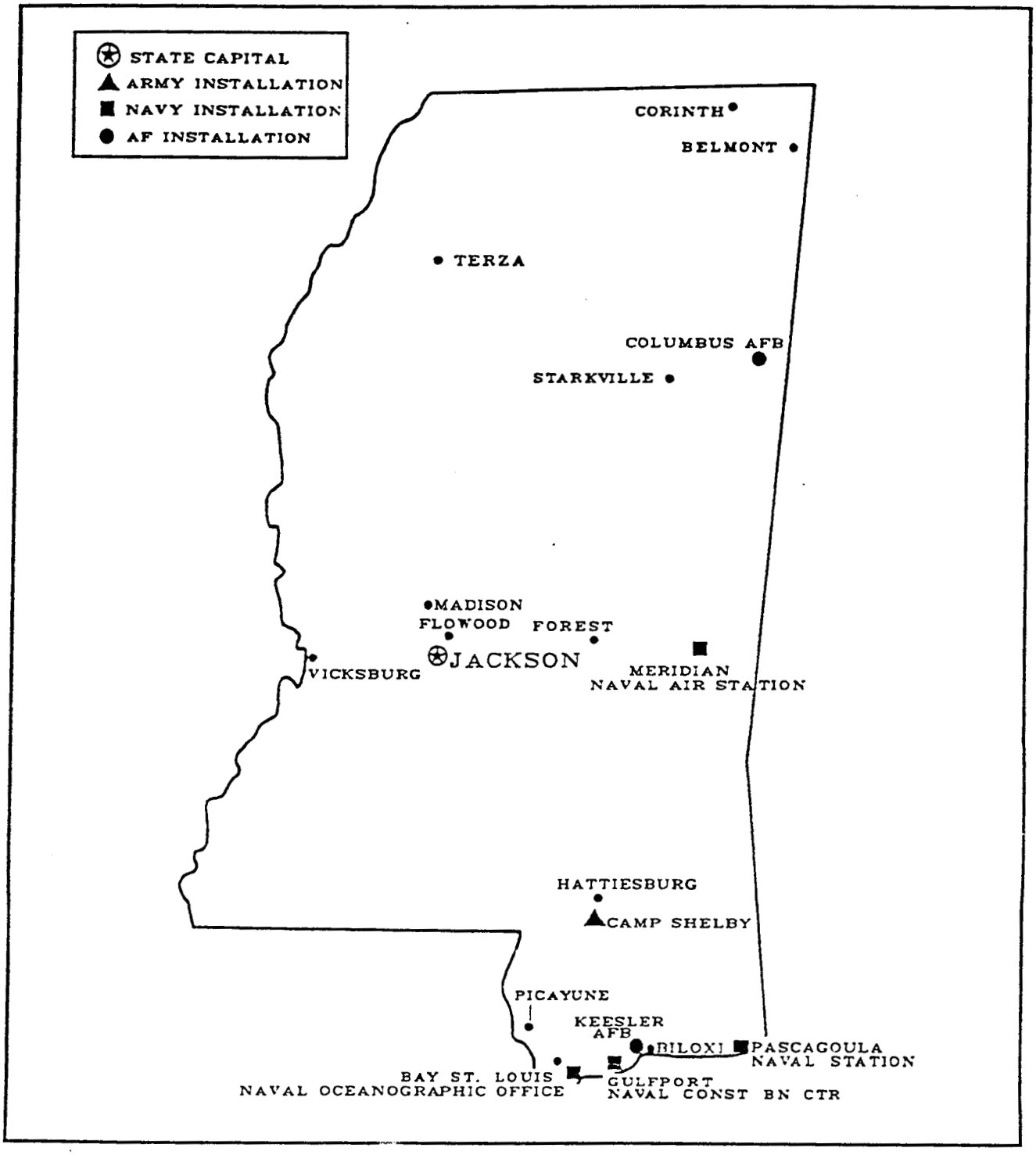
- Commanding Officer, Naval Technical Training Center
  Commander Melinda L. Moran 601-679-2161

- Commanding Officer, Marine Aviation Training Support Group
  Major Edwin L. Koehler 601-679-2190

- Commandant Regional Counterdrug Training Academy
  Colonel Stephen L. Goff 601-679-2063

# MAP NO. 25

# MISSISSIPPI




Prepared By: Washington Headquarters Services
Directorate for Information
Operations and Reports

# MISSISSIPPI

FISCAL YEAR 1994 (DOLLARS IN THOUSANDS)

| Personnel/Expenditures | Total | Army | Navy & Marine Corps | Air Force | Other Defense Activities |
|---|---|---|---|---|---|
| I. Personnel - Total | 51,283 | 24,692 | 8,742 | 17,383 | 466 |
| Active Duty Military | 12,648 | 432 | 3,083 | 9,133 | 0 |
| Civilian | 10,881 | 4,511 | 2,810 | 3,094 | 466 |
| Reserve & National Guard | 27,754 | 19,749 | 2,849 | 5,156 | 0 |
| II. Expenditures - Total | $3,101,375 | $563,217 | $1,820,939 | $581,518 | $135,701 |
| A. Payroll Outlays - Total | 1,246,254 | 341,386 | 419,737 | 471,178 | 13,953 |
| Active Duty Military Pay | 444,683 | 16,173 | 217,152 | 211,358 | 0 |
| Civilian Pay | 385,165 | 162,356 | 116,731 | 92,125 | 13,953 |
| Reserve & National Guard Pay | 113,715 | 86,365 | 2,046 | 25,304 | 0 |
| Retired Military Pay | 302,691 | 76,492 | 83,808 | 142,391 | 0 |
| B. Prime Contracts Over $25,000 Total | 1,855,121 | 221,831 | 1,401,202 | 110,340 | 121,748 |
| Supply and Equipment Contracts | 1,395,771 | 7,200 | 1,262,441 | 6,415 | 119,715 |
| RDT&E Contracts | 18,000 | 3,307 | 12,776 | 917 | 0 |
| Service Contracts | 326,760 | 104,478 | 117,400 | 102,849 | 2,033 |
| Construction Contracts | 16,160 | 8,416 | 7,585 | 159 | 0 |
| Civil Function Contracts | 98,430 | 98,430 | 0 | 0 | 0 |

| Major Locations of Expenditures | Expenditures | | | Major Locations of Personnel | Military and Civilian Personnel | | |
|---|---|---|---|---|---|---|---|
| | Total | Payroll Outlays | Prime Contracts | | Total | Active Duty Military | Civilian |
| Pascagoula | $1,324,136 | $106,549 | $1,217,587 | Keesler AFB | 9,862 | 7,466 | 2,396 |
| Biloxi | 343,905 | 290,841 | 53,064 | Vicksburg | 3,065 | 69 | 2,996 |
| Gulfport | 240,798 | 146,103 | 94,695 | Meridian | 2,342 | 1,690 | 652 |
| Madison | 151,778 | 1,865 | 149,913 | Columbus AFB | 1,795 | 1,377 | 418 |
| Vicksburg | 150,496 | 121,921 | 28,575 | Gulfport | 1,600 | 839 | 761 |
| Meridian | 101,447 | 87,602 | 13,845 | Bay St. Louis | 1,399 | 84 | 1,315 |
| Columbus AFB | 86,032 | 46,804 | 39,228 | Pascagoula | 1,007 | 396 | 611 |
| Bay St. Louis | 76,289 | 74,864 | 1,425 | Jackson | 415 | 181 | 234 |
| Jackson | 53,452 | 38,402 | 15,050 | Flowood | 356 | 0 | 356 |
| Terza | 42,434 | 0 | 42,434 | Biloxi | 303 | 268 | 35 |

| Prime Contracts Over $25,000 (Prior Three Years) | Total | Army | Navy & Marine Corps | Air Force | Other Defense Activities |
|---|---|---|---|---|---|
| Fiscal Year 1993 | $1,575,387 | $254,395 | $1,000,151 | $116,763 | $204,088 |
| Fiscal Year 1992 | 2,566,969 | 295,262 | 2,062,956 | 103,875 | 104,856 |
| Fiscal Year 1991 | 1,792,342 | 247,054 | 1,304,972 | 108,681 | 131,535 |

| Top Five Contractors Receiving the Largest Dollar Volume of Prime Contract Awards in this State | Total Amount | Major Area of Work | |
|---|---|---|---|
| | | FSC or Service Code Description | Amount |
| 1. LITTON INDUSTRIES INC | $1,189,519 | Amphibious Assault Ships | $744,485 |
| 2. RAYTHEON COMPANY | 166,686 | Maint & Repair of Eq/Miscellaneous Equipme | 95,798 |
| 3. TRINITY INDUSTRIES INC | 80,281 | Special Service Vessels | 79,130 |
| 4. GENERAL MOTORS CORPORATION | 39,870 | Torpedo Inert Components | 39,870 |
| 5. BARRETT REFINING CORPORATION | 36,358 | Liquid Propellants & Fuel, Petroleum Base | 36,489 |
| Total of Above | $1,514,714 | ( 81.7% of total awards over 100,000 | |

Prepared by: Washington Headquarters Services
Directorate for Information
Operations and Reports

# CLOSURE HISTORY - INSTALLATIONS IN MISSISSIPPI

*28-Mar-95*

| SVC | INSTALLATION NAME | ACTION YEAR | ACTION SOURCE | ACTION STATUS | ACTION SUMMARY | ACTION DETAIL |
|---|---|---|---|---|---|---|
| A | | | | | | |
| | MISSISSIPPI ARMY AMMUNITION PLANT | 90 | PRESS | COMPLETE | LAYAWAY | 1990 PRESS:<br>Layaway; completed FY 92. |
| AF | | | | | | |
| | ALLEN C THOMPSON FIELD AGS | | | | | |
| | COLUMBUS AFB | | | | | |
| | GULFPORT/BILOXI MAP AGS | | | | | |
| | KEESLER AFB | 88/91 | REFBRAC/DBCRC | ONGOING | REALGNUP | 1988 DEFBRAC:<br>Directed realigning 22 courses (including avionics and weather equipment maintenance, weather-satellite system , and photo-interpretation training) from Closing Chanute AFB, IL to Keesler AFB. Other courses to Sheppard (52), Goodfellow (25), and Lowry (45) AFBs. (See 1991 DBCRC).<br><br>1991 DBCRC:<br>Directed all technical training from Closing Lowry AFB, CO be redistributed to the remaining technical training centers or relocated to other locations. |
| | KEY FIELD AGS | | | | | |
| N | | | | | | |
| | NAS MERIDIAN | 93 | DBCRC | CANCELLED | CLOSE | 1993 DBCRC:<br>Rejected OSD's recommendation to close NAS Meridian and relocate the advanced strike training to NAS Kingsville, TX. |
| | NAV CONST BN CTR, GULFPORT | | | | | |
| | NAVAL OCEANOGRAPHIC OFFICE | | | | | |
| | NAVAL STATION PASCAGOULA | | | | | |

# Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950324-7

| | |
|---|---|
| FROM: BRUBAKER, ROBERT C. | TO: DIXON |
| TITLE: CITIZEN | TITLE: CHAIRMAN |
| ORGANIZATION: MERIDIAN, MS | ORGANIZATION: DBCRC |
| INSTALLATION (s) DISCUSSED: NAS MERIDIAN | |

| OFFICE OF THE CHAIRMAN | FYI | ACTION | INIT | COMMISSION MEMBERS | FYI | ACTION | INIT |
|---|---|---|---|---|---|---|---|
| CHAIRMAN DIXON | | | | COMMISSIONER CORNELLA | | | |
| STAFF DIRECTOR | | ✓ | | COMMISSIONER COX | | | |
| EXECUTIVE DIRECTOR | ✓ | | | COMMISSIONER DAVIS | | | |
| GENERAL COUNSEL | | | | COMMISSIONER KLING | | | |
| MILITARY EXECUTIVE | | | | COMMISSIONER MONTOYA | | | |
| | | | | COMMISSIONER ROBLES | | | |
| DIR./CONGRESSIONAL LIAISON | | | | COMMISSIONER STEELE | | | |
| | | | | | | | |
| DIR. COMMUNICATIONS | | | | REVIEW AND ANALYSIS | | | |
| | | | | DIRECTOR OF R & A | ✓ | | |
| EXECUTIVE SECRETARIAT | | | | ARMY TEAM LEADER | | | |
| | | | | NAVY TEAM LEADER | ✓ | | |
| DIRECTOR OF ADMINISTRATION | | | | AIR FORCE TEAM LEADER | ✓ | | |
| CHIEF FINANCIAL OFFICER | | | | INTERAGENCY TEAM LEADER | ✓ | | |
| DIRECTOR OF TRAVEL | | | | CROSS SERVICE TEAM LEADER | | | |
| | | | | | | | |
| DIR. INFORMATION SERVICES | | | | | | | |

*TYPE OF ACTION REQUIRED*

| | | | |
|---|---|---|---|
| ✓ | Prepare Reply for Chairman's Signature | | Prepare Reply for Commissioner's Signature |
| | Prepare Reply for Staff Director's Signature | | Prepare Direct Response |
| | ACTION: Offer Comments and/or Suggestions | ✓ | FYI |

Subject/Remarks:

LETTER OF SUPPORT FOR NAS, MERIDIAN.

| | | | |
|---|---|---|---|
| Due Date: 950331 | Routing Date: 950324 | Date Originated: 950313 | Mail Date: |

121 38th Street
Meridian, MS 39301
(601) 482-4731

March 13, 1995

Senator Alan Dixon
7535 Claymont Court
Belleville, IL 62223

Please refer to this number when responding 950324-7

Dear Senator Dixon:

As a follow-up to my letter to you of February 27, 1995, I wanted to add some additional comments with respect to the future of NAS Meridian, MS. I feel that the Navy's decision to recommend closing the base was in error and was motivated primarily by political considerations rather than objective criteria.

The dark side of the base realignment and closure procedings is the polarizing effect it has on the major services and the individual communities that may be effected. It almost appears that battle lines have been drawn between the Navy and the Air Force and between Mississippi and Texas. Example #1: The Air Force refuses to consider the possibility of joint training training between Columbus AFB and NAS Meridian. Example #2: NAS Meridian was added to the BRAC list in 1991 following a petition from a group in Beeville, TX. The only commissioner to vote against NAS Meridian was Jim Smith, a Texan who worked for a company that had business interests in Beeville. (Mr. Smith had previously visited Meridian along with Mr. Courter and other commissioners. He said that the NAS was a "jewel" compared to other installations. He still voted against us.) In 1993, NAS Meridian was on the original hit list. In this case the Navy's plan was to centralize strike training in Texas and included reopening NAS Beeville. The strategy was formulated in Corpus Christi, TX. The BRAC `93 commission was able to prove this plan unworkable and subsequently voted 7 to 0 to keep NAS Meridian open. In the current BRAC, NAS Meridian was selected for closure, as I alluded to in my previous letter, by Secretary of the Navy John Dalton, another Texan. Our information is that we were recommended by the CNO to Secretary Dalton for realignment only, and NOT for closure.

I was able to see part of a taped replay of the BRAC hearing held on Monday, March 6. I was particularly interested in listening to Secretary Dalton's response to a series of questions asked by Commissioner Cox regarding Meridian. He said that our base was an excellent facility (The Meridian Star quoted him as saying that he "regretted" putting us on the list.) and that recommending us for closure was his hardest decision. When ask by MS. Cox if the Navy would be able to retain a surge capacity for future contingencies and where that surge capacity would be located, Sectretary Dalton said that there would be a surge capacity but he did not indicate where it would be situated.

I believe Sectretary Dalton has erred in his estimation of the Navy being able to conduct all of its strike training at a single facility. This view is supported by the following:

1. Sectretary Dalton says that the Navy can produce 350 strike pilots per year at one base. The Air Force says that they need three bases to produce 850 strike pilots per year. Navy strike training includes air combat maneuvering, weapons, and aircraft carrier qualification training. The Air Force defers that training until after graduation.

2. Secretary Dalton is assuming that the Navy will [redacted] retain only 12 aircraft carriers. The CNO, Admiral Jeremy Boorda, emphasized in a January, 1995, letter to Senator John McCain that the current 12-carrier force is "the *minimum*" the Navy needs, and added that "a strong case" could be made for "more than 12". (SEA POWER, March, 1995) In an article in the March 13, 1995, issue of Navy Times it is reported that a study by four distinguished retired flag and general officers, including former CNO Carlisle Trost, concluded that "... the Navy's 12 carriers would probably be enough to prevail in two regional wars, but the number is insufficient to carry out the Navy's missions of today - primary forward presence - without wearing out sailors. The Navy cannot continue to maintain a carrier battle group in each of its three traditional theatres - Mediterranean, Western Pacific and Indian Ocean - even 90 percent of the time and be ready to surge for crises such as Haiti or North Korea without another carrier." Incidently, the majority of aircraft needed for an additional air wing would be manufactured in St. Louis by McDonnell Douglas Corp.

3. Secretary Dalton does not, I believe, fully appreciate the the problems that the Navy (and Air Force) will have retaining pilots on active duty during the next several years. The pressure will come from the commercial airlines which are expected to hire away pilots at increasing rates. One estimate is that nearly 50% of the commercial pilots will reach the mandatory retirement age of 60 by the year 2000. The International Civil Aviation Organization estimates that global air travel will triple by the year 2015. Federal Aviation Administration chief David Hinson thinks the ICAO estimate is "modest". (Flying, February, 1995) To underscore this point, a short article in The Meridian Star on Sunday, March 5, 1995, said that the Air Force ROTC is expecting to increase their contribution to pilot training by 600 percent next few years.

4. Secretary Dalton says that the Navy's share of the defense budget does not include enough funds to operate two strike training bases. I think the jury is still out with respect to exactly what the budget will be. President Clinton is requesting a $5.7 billion reduction in defense spending in FY 1996. The Congress has several influencial members that

are advocating freezing the defense budget at FY 1995 level of $263.5. These members include Senators McCain and John Warner and Congressman Floyd Spence. Senator Strom Thurmond has even indicated that he would support increasing the budget to $270 billion. Although the Navy classifies NAS Meridian as a major installation it is relative small and inexpensive to operate when compared to other Navy and Air Force bases. As you know, there are two ways to spend tax payers money: efficiently and inefficiently. NAS Meridian is an efficient, blue-collar operation. You won't find any VIP aircraft on our line, polished oak desks in our offices, or ceremonial honor guards. We don't even have an Officer's Club. There are no Admirals or Generals assigned to NAS Meridian. Our top officers can usually be found wearing flight suits and pulling their weight (often six days a week) just like everyone else. Per-hour pay rates for civilian employees are lower than anywhere else in the Navy. In short, NAS Meridian is the best bargain in defense spending.

Again, Senator Dixon, thank you for taking the time to consider this letter. I am confident that as the Commission continues its deliberations the true facts concerning NAS Meridian will come out and that you and your fellow Commissioners will vote to remove us from your final list.

Very sincerely,

Robert C. Brubaker

Robert C. Brubaker

*DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION*
*1700 NORTH MOORE STREET, SUITE 1425*
*ARLINGTON, VIRGINIA 22209*
(703) 696-0504

# MEMORANDUM OF MEETING

DATE: March 23, 1995

TIME: 1:00

MEETING WITH: Meridian, MS Community Group

SUBJECT: Meridian Naval Air Station

Merrill - get VJ on run down on possible

PARTICIPANTS:

*Name/Title/Phone Number:*

Community Representatives

Bill Crawford
Jack Douglas
Ken Storms
Brian Dabbs
John Carrier
David Stevens
Allison Crews
Randy Ledo

Congressional Staff

Al Bemis
Bo Maske
Mitch Kugler
Sam Adcock

Consultants

Barry Rhoads
Jackie Arenas

*Commission Staff*:

David Lyles, Staff Director
Lece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren, Manager, State and Local Liaison
Jim Schufreider; Manager, House Liaison
Ben Borden, Director, Review & Analysis
Alex Yellin, Navy Team Leader
Jim Brubaker, Navy Team
Mark Pross, AF Team

MEETING PURPOSE:

# Document Separator

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

## *MEETING REQUEST*

Now that the Defense Base Closure and Realignment Commission has been provided with the recommended list of closures and realignments by the Secretary of Defense, the Commission is analyzing the data used by the Secretary in making his decisions. In order to ensure that your meeting with Commission members and/or staff is as productive as possible in the limited time available, please respond to the following items and return to your Commission contact by fax as soon as possible. Also, prior to the meeting, please provide the Commission with the data and other facts you intend to use in presenting your case to the meeting participants. This will allow the Commission member and/or staff to be prepared to address the specific points you plan to make and answer your questions as fully as possible during the meeting.

- **ISSUES TO BE DISCUSSED:** Meridian NAS

- **COMMUNITY SPOKESPERSON:** Bill Crawford

- **PROPOSED AGENDA:** Discuss initial review of Navy and DoD's closure recommendation, including flight ops per PTR, Navy out year PTR, and joint recommendations or lack thereof.

- **OTHER ITEMS**

  This is to confirm meeting set for 1300 hours Thursday 23 March 1995. If possible we would like to receive 2 hours of time to cover all issues in detail.

Please return by fax to (703) 696-0550:

Attention:
Cece Carman, Director of Intergovernmental Affairs X
Chip Walgren, Manager, State and Local Liaison ___
Jim Schufreider, Manager, House Liaison ___
Sylvia Davis-Thompson, Manger, Re-use issues ___

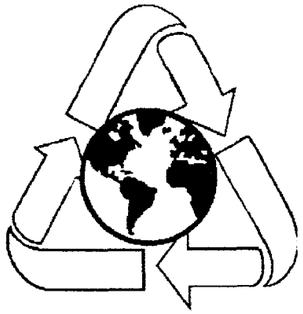
Naval Air Station, Meridian
April 1995

# The Pilot

*A Publication of the Morale, Welfare and Recreation Department*

## Recycle at Home & Office

NAS Meridian's Recycling Unit is now accepting all vehicle batteries. If you have a motorcycle, boat, truck or tractor battery that you are going to dispose of, call the Recycling Center at 2659. Another friendly reminder -- please recycle in your home or office. If you live in housing, please place your bin curbside on the respective days. In your office, see your departmental recycling monitor. For more information, call us at 2659.



## Bowling Specials
### at McCain Lanes

**April 1 — Rent-a-Lane for $20.**
Includes up to four people per lane. Enjoy unlimited games for four hours.

**April 16 — Red Pin Bowling.**
A strike with red pin in head pin position means a free game plus a free medium fountain drink.

**"Managers Special"**
Throughout the month of April, bowl three games for $2 from 1100-1700.

**"Weekly Fun Tournaments"**
Join us every Friday night at 1900 for a doubles tournament. Cost is $7.

## Now Playing at the Base Theater

Apr. 3 -- Disclosure (R)
Apr. 5 -- Mixed Nuts (PG-13)
Apr. 10 -- Speechless (PG-13)
Apr. 12 -- Street Fighter (PG-13)
Apr. 17 -- Low Down Dirty Shame (R)
Movies start at 1900. Cost is $2 for adults, $1 for children.

## Ponta Creek Golf Course
### Two-Person Scramble

April 22-23

Entry fee is $80 per team.

Call 2526 for more information.

## Sign Up Now for Evening Aerobics, CC Golf

The Athletic Branch has lots of activities planned for the month of April, inlcluding more Captain's Cup events.

****Captain's Cup Sign-ups****

If you're interested in competing in Captain's Cup golf, there will be a organizational meeting at 1:30 p.m., April 5, at Ponta Creek Golf Course.

And, an organizational meeting for softball is set for 1:30 p.m., April 12, at the Racquetball Courts.

****Evening Aerobics****

For those who have a busy schedule during the day, evening aerobics are now being offered at 6:30 p.m., Mondays and Wednesdays. Cost of each class is $1. Child care is not provided for the evening classes.

****100 Mile Club****

The following people have received 100-Mile Club certificates: 100 miles, Sandy Moore, AK1 Jon Farmer, GSCS Anthony Ford, HM3 Suzanne Allen and Willie Johnson; 600 miles, MAC Mark Smith and AG1 James Golliday; 800 miles, AZCM John Hurt; and YNCM Larry Box.

## Get Outta Town!

Let the Information, Tickets and Tours office, located in the Recreation Center, help you get away for a few days. Check out these great trips planned during April.

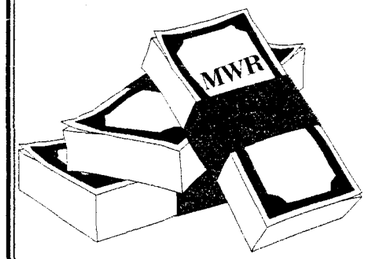
A trip to Vicksburg, home of several historic sites and a variety of casinos, is set for April 1-2. The van is scheduled to leave from the Rec Center at 8 a.m. and return the following afternoon. Cost of the trip, which includes lodging and transportation, is $45.

If you're in the mood to shop, sign up for a shopping spree to Tuscaloosa, set for April 8. This trip will depart the Rec Center at 9 a.m. and return the same evening. Cost is $10.

And, since beach weather is just around the corner, there's a trip to Pensacola, April 22-23. The trip costs $65 per person and includes transportation and lodging. The van leaves the Rec Center at 8 a.m. and returns the following afternoon.

For more information about ITT, call Mike Koval at 2636/2640.

## DINING FOR DOLLAR$




### Coming in April

### That's right!!

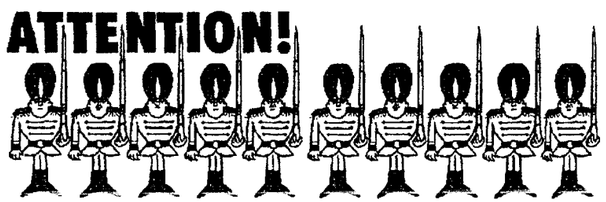
MWR is going to pay you to dine at any of our great food service facilities, including

THE LAKESIDE CLUB, THE RECREATION CENTER GRILL, THE ELEVENTH FRAME, THE SANDTRAP & MOM'S FLIGHT LINE SNACK BAR

It's simple and easy. Fill out a registration card, and we'll give you a dining card. Each time you dine at one of our facilities (with a $3 minimum purchase), we'll stamp your card. After 12 stamps, turn in your card for 10 MWR dollars -- which can be redeemed at any MWR facility.

**Ask for more details.**

## ATTENTION!



SH1 (SW) James Sapp, LPO at the Sonny Montgomery Sports Complex, has been tapped as the "MWR Associate of the Month" for February 1995.

A native of Miami, Fla., SH1 Sapp has one son, James A. Sapp III. Having served in the Navy for 13 years, SH1 Sapp feels that customer service is a very important part of his job.

"In my rate, I've grown accustomed to working with people," he said. "I get a lot of satisfaction out of helping others."

He has been stationed at NAS Meridian for two years.

Celebrate the Month of the Military Child with

## A Day in the Park

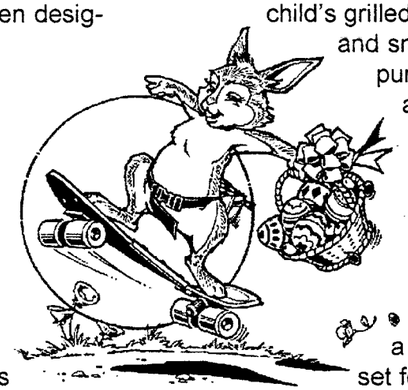
10 a.m. -3 p.m., April 8
at the Youth Center Field

Lots of Games, Food, Fun & Prizes for everyone!

# CDC Plans Busy Month during April

April promises to be a busy month at the Child Development Center.

While the entire month has been designated as "Month of the Military Child" and "Child Abuse Prevention and Awareness Month," the week of April 23-29 has been set as "The Week of the Young Child." This year's theme for the week is "Early Years are Learning Years: Make Them Count!"



In honor of April being such a great month for children, MWR is offering several specials throughout the month, including: Stables, one child may ride free with each paid adult; Rec Center, one child's grilled cheese sandwich with chips and small drink will be free with the purchase of each adult lunch; and McCain Lanes, children and parents may bowl three games for $2 from 11 a.m.-5 p.m. during the week.

The CDC's annual Easter Egg Hunt is planned for 9:30 a.m., Tuesday, April 11, behind the Teen Center, and a special Parent Luncheon is set for 11 a.m., Wednesday, April 12, at the center.

# MWR Facilities, Managers & Hours

**MWR.....679-2551**
*Roy Fricke.....Director*
Mon-Fri.....0700-1530
Sat-Sun.....Closed
**Athletic Branch.....679-2367/2562**
*Willie Frazier.....Director*
**Child Development Center.....679-2652**
*Patricia Evans.....Director*
Mon-Fri.....0600-1700
Sat-Sun.....Closed
**Combined Bachelor Quarters.....679-2186**
*Jim Sharpe.....Manager*
**Eleventh Frame Snack Bar.....679-2651**
Mon-Thurs.....1100-2200
Fri.....1100-0100
Sat.....1200-0100
Sun.....1200-2200
**Equestrian Center.....679-2507**
*MSC Tyson.....Manager*
Mon-Tues.....Closed
Wed-Fri.....1200-1600
Sat, Sun, Select Holidays.....0900-1600
**Family Child Care.....679-2109**
*Sarah Calabrese.....Coordinator*
**Hobby Shop.....679-2609**
*Eddie Fox.....Manager*
Tues, Fri, Sat.....0800-1800
Wed, Thurs.....1300-2100
Sun, Mon.....Closed
**Info, Tickets & Tours.....679-2636/2640**
**Lakeside Club.....679-2667**
*All Hands Dining Room*
Mon-Fri.....1100-1300
*Enlisted Lounge*
Mon, Tues.....1600-2000
Wed, Thurs, Fri.....1600-2200
Sat, Sun.....Closed
*Officers' Lounge*
Mon, Tues.....1600-2000
Wed, Thurs, Fri.....1600-2200
Sat, Sun.....Closed
**Library.....679-2623**
*Betty Hardy.....Manager*
Mon-Thurs.....0900-2000
Fri-Sun.....1000-1800
**McCain Lanes.....679-2651**
*Nicholas Haverland.....Manager*
Mon-Thurs.....1100-2200
Fri.....1100-0100
Sat.....1200-0100
Sun.....1200-2200
**Mom's Flight Line Snack Bar.....679-2531**
*Judy Dempsey.....Manager*
Mon-Thurs.....0630-1900
Fri.....0630-1700
**Outdoor Recreation.....679-2617**
*Ron Looney.....Manager*
**The Outpost.....679-2731**
*EM2 Oxendine.....LPO*
Mon-Fri.....0900-1700
Sat.....0700-1100
Sun.....1500-1800
**Ponta Creek Golf Course.....679-2526**
*Wayne Gordon.....Manager*
Mon-Sun.....0700-Dusk
Holidays.....0700-Dusk
**Recreation Center.....679-2636/2640**
*Steve Timbrell.....Manager*
Mon-Thurs.....1000-2200
Fri.....1000-2400
Sat.....1600-2400
Sun, Holidays.....1600-2200
**Rec Center Grill.....679-2636/2640**
Mon-Fri.....1100-1300
Daily.....1600-2200
**Sandtrap Snack Bar.....679-2780**
*Mattie Baylor.....Manager*
Mon-Sun.....0700-1600
**Sports Complex.....679-2379**
*SH1 Sapp.....LPO*
Mon-Fri.....0600-2100
Sat, Sun, Holidays.....0900-1800
**Teen Center.....679-2503**
*Bobby Espey.....Director*
Center will be closed through May. Teens can attend the Youth Center at hours listed below.
**Theater.....**
*Nicholas Haverland.....Manager*
Mon, Wed.....1900
**Young Adult Program (YAP).....679-2636**
*Mike Koval.....Coordinator*
**Youth Center.....679-2687**
*Bobby Espey.....Director*
Mon, Tu, Th.....1500-1700
Wed.....1400-1700
Fri.....1500-1900
Sat.....1600-2000
Sun.....Closed

*The Pilot* is a monthly publication of the Morale, Welfare and Recreation (MWR) Department of Naval Air Station, Meridian. Questions, comments or suggestions concerning *The Pilot* should be directed to the editor at 679-2109/2551.
*MWR Director.....Roy Fricke*
*MWR Business Manager.....J.E. Godwin*
*Editor.....Lee Grantham*

# YAP Calendar

If you're stationed at NAS Meridian and between the ages of 18 and 25, the Young Adult Program may be just the thing for you.

Here's what's set for April:

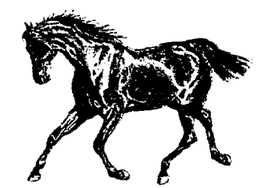
April 1-2: Trip to Vicksburg; April 4: Pool Tournament; April 6: Reggae Night; April 8: Shopping Trip to Tuscaloosa; April 11: 3-on-3 Volleyball Game; April 13: Dance Contest; April 18: Pool Tournament; April 20: Powerlifting Meet; April 22: Trip to Pensacola; April 25: Patio Dance; and April 27: 8-Ball Tournament.

Every Wednesday night is Country Dance Nite, when you can hear the greatest country music and learn the latest country dances.

For more information about YAP, call Mike Koval at 2636/2640.

Join *Outdoor Recreation* for

# A RIDE TO THE OTHER SIDE



*Enjoy a great day of horseback riding around NAS Meridian April 22. We'll leave the Equestrian Center at 8 a.m., ride to the three lakes on the other side of the base, have lunch and ride back in the afternoon.*

Cost is $20, which includes a horse, lunch and beverages. Or if you have your own horse, the cost is $5 for lunch and beverages.

Call 2507 to make a reservation.

Reservations must be made no later than April 19.

Looking for a Light Lunch?

Try the Rec Center's

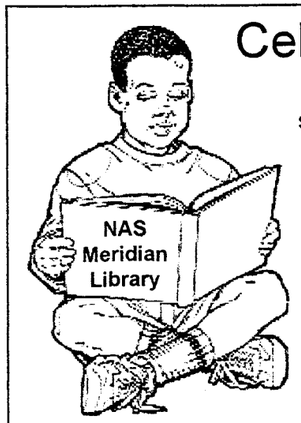
## Salad Bar

opening April 3

**Garden Fresh Lettuce**
**Variety of Vegetables**
**Assorted Toppings & Dressings**
**Pasta Salads**
**Fruit**

Choose from:
All You Can Eat – $3
(not available for carry out)
or One Trip – $2.25

# Celebrate National Library Week at NAS




Watch for special announcements of events for National Library Week, set for April 9-15 at the NAS Meridian Library.

**********

Check out these new best-sellers:

*I Am With You Always* by G. Scott Sparrow. True stories of encounters with Jesus.

*Silent Treatment* by Michael Palmer. A gripping thriller of murders being committed in a hospital.

*Mutant Message Down Under* by Marlo Morgan. In Australia's outback, an American woman learns about Aboriginal philosophy. (cassette)

*Admiral William A. Moffett* by William F. Trimble. A biography of the person considered to be the architect of naval aviation.

*The Murderers* by W.E.B. Griffin. A series of murders and willful deaths beleaguers the Philadelphia police force.

# MEMORANDUM
27 MAR 95

TO: WAYNE PURSER

FROM: BO MASKE (OFFICE OF CONG. MONTGOMERY)

SUBJECT: FLIGHT ITINERARY FOR COMMISSIONER ROBLES 3 APRIL VISIT TO NAS MERIDIAN

MISSISSIPPI AIR NATIONAL GUARD C-26 IS ARRIVING SAN ANTONIO INTERNATIONAL AIRPORT TO DROP OFF TWO C-26 PILOTS WHO ARE SCHEDULED FOR REFRESHER TRAINING AT FLIGHT SAFETY INTERNATIONAL ON 3 APRIL.

COMMISSIONER ROBLES WILL NEED TO MEET THE AIRCRAFT AT THE GEN-AERO FIXED BASE OPERATOR FACILITY AT THE SAN ANTONIO INTERNATIONAL AIRPORT.

THE ADDRESS IS 9623 W. TERMINAL DRIVE, TELEPHONE NUMBER 824-2313.

THE AIRCRAFT DEPARTS: 7:00 AM
ARRIVES NAS MERIDIAN: 9:00 AM
DEPARTS NAS MERIDIAN: ~~2:25~~ PM 3:45pm
ARRIVE 117TH AIR REFUELING WING, ALABAMA AIR NATIONAL GUARD, BIRMINGHAM ALABAMA: ~~3:00~~ PM 4:15pm

BO

# Document Separator

# NAVY MERIDIAN TEAM

## Thursday 23 March, 1995

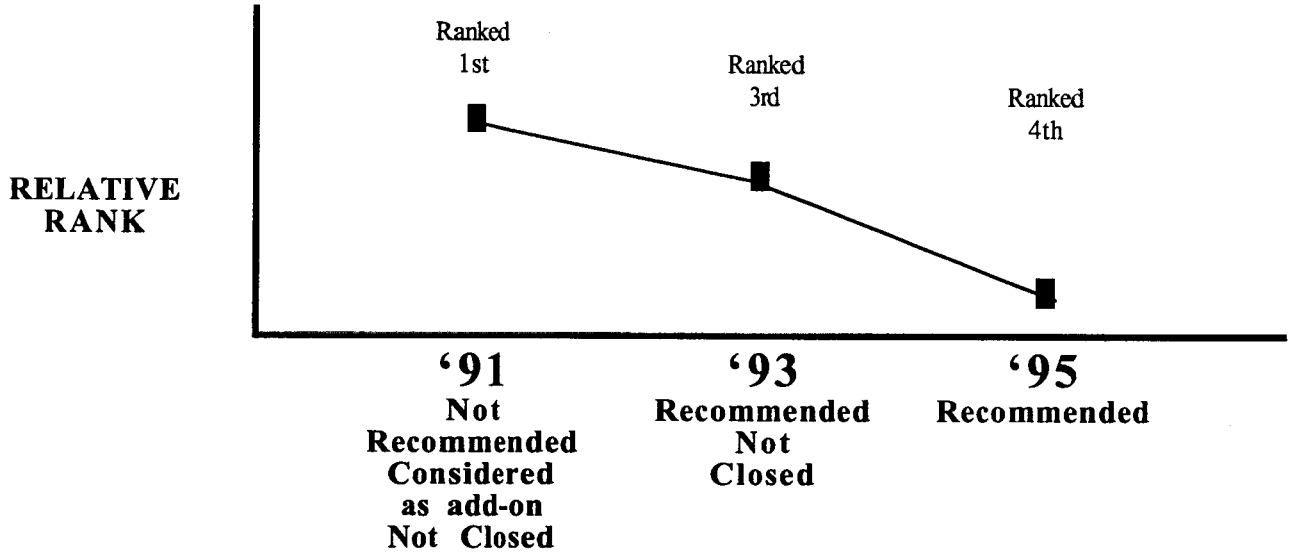
## STAFF BRIEFING

## DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

# NAVY MERIDIAN TEAM

- NAS MERIDIAN NEWEST TRAINING AIR STATION
- ONLY TRAINING BASE DESIGNED FOR JETS (LIKE LEMOORE & CHERRY POINT)
- ADMIN & HOUSING OUTSIDE OF AICUZ MAXIMIZING SAFETY AND MINIMIZING NOISE
- HIGHEST QUALITY OF LIFE RATING AMONG BASES
- BUT, NAVY APPEARS PREDISPOSED TO CLOSE MERIDIAN
    - ◊ MILITARY VALUE RANK ERRORS & DECREASES
    - ◊ CAPACITY METHODOLOGY CHANGED
    - ◊ DATA CALLS CHANGED AFTER THE FACT

- **MILITARY VALUE MATRIX: NAVAL AIR TRAINING COMMAND BASE RANKINGS**




- **DO MILITARY VALUE MATRIX CHANGES TARGET MERIDIAN?**

- **MILITARY VALUE RANK DRIVES BOTH NAVY AND JOINT CLOSURE CONFIGURATION MODELS**

# MILITARY VALUE RANKINGS

| 1993 | | 1995 | |
|---|---|---|---|
| KINGSVILLE | 83.79 | KINGSVILLE | 75.65 |
| PENSACOLA | 79.89 | PENSACOLA | 75.04 |
| MERIDIAN | 76.67 | CORPUS CHRISTI | 74.09 |
| CORPUS CHRISTI | 75.13 | MERIDIAN | 71.07 |
| WHITING | 73.63 | WHITING | 68.97 |

| | CC | KG | MR | PC | WH | CC | KG | MR | PC | WH |
|---|---|---|---|---|---|---|---|---|---|---|
| AIRSPACE | 42.07 | 43.11 | 35.03 | 41.93 | 39.66 | 32.41 | 36.16 | 31.08 | 30.77 | 32.24 |
| ENCROACHMENT | 7.22 | 7.85 | 7.85 | 5.09 | 5.72 | 8.60 | 8.60 | 9.81 | 8.09 | 9.81 |
| WEATHER | 4.57 | 6.31 | 4.57 | 4.57 | 4.57 | 1.53 | 1.53 | .76 | 1.53 | .76 |
| AIRFIELD FACILITIES | 5.26 | 7.74 | 7.74 | 6.80 | 5.49 | 9.93 | 12.52 | 8.06 | 10.75 | 6.10 |
| TRAINING | 1.21 | 1.61 | 2.26 | 4.68 | 2.29 | 2.31 | 1.67 | 2.05 | 5.30 | 3.20 |
| MAINTENANCE FACILITIES | 2.06 | 1.13 | 2.06 | 2.56 | 2.06 | 2.29 | 1.44 | 2.54 | 2.39 | 1.92 |
| GROUND TRAINING | 3.31 | 4.25 | 4.25 | 3.31 | 4.25 | 3.11 | 3.49 | 2.33 | 2.53 | 3.11 |
| LOCATION | 2.45 | 2.45 | 2.19 | 2.62 | 2.45 | 1.20 | .46 | .46 | 1.20 | 1.20 |
| SUPPORT MISSIONS | .52 | 1.18 | .92 | 1.06 | .78 | 2.16 | 1.16 | 1.30 | 1.55 | 1.10 |
| BASE LOADING | 1.18 | 1.05 | 1.70 | 1.86 | 1.05 | .90 | .00 | .57 | .61 | .00 |
| QUALITY OF LIFE | 5.27 | 7.11 | 8.09 | 5.41 | 5.30 | 9.66 | 8.62 | 12.09 | 10.32 | 9.52 |
| | 75.13 | 83.79 | 76.67 | 79.89 | 73.63 | 74.09 | 74.65 | 71.07 | 75.04 | 68.97 |

# TRAINING AIR STATION MILITARY VALUE MATRIX

| | CORPUS CHRISTI | KINGSVILLE | MERIDIAN | PENSACOLA | WHITING |
|---|---|---|---|---|---|
| **NAVY BRAC** | 74.09 | 75.65 | 71.07 | 75.04 | 68.97 |
| **MERIDIAN ERROR CORRECTIONS** | | | | | |
| Deployments | | | 1.63 | | |
| Other SquadronTraining | | | 0.17 | | |
| Unique Flight Training | | | 0.66 | | |
| Support Navy Forces | | | 0.28 | | |
| Reserve Squadrons | | 0.04 | 0.04 | | |
| Army Tenant Activities | | | 0.28 | | |
| **SUBTOTAL** | 74.09 | 75.69 | 74.13 | 75.04 | 68.97 |
| **CORRECTIONS TO OTHER BASES** | | | | | |
| No OLF AICUZ | | -0.86 | | | -0.86 |
| Weather Cancellations | -0.76 | | | | |
| All Needed Simulators | | -1.16 | | | |
| Carrier Operating Areas | -0.74 | | | -0.74 | -0.74 |
| **SUBTOTAL** | 72.59 | 73.67 | 74.13 | 74.30 | 67.37 |
| **OTHER CORRECTIONS** | | | | | |
| Maritime Training | | | 1.65 | | 1.65 |
| OLF Maritime | | | 1.18 | | |
| Overwater Air Space | | | 3.28 | | |
| **TOTAL** | 72.59 | 73.67 | 80.24 | 74.30 | 69.02 |

- CAPACITY WAS MAIN ISSUE IN 1993.
  - NAVY RECOMMENDED USING KINGSVILLE AND PENSACOLA.
  - COMMISSION FOUND INSUFFICIENT CAPACITY.

- CAPACITY IS MAIN ISSUE AGAIN IN 1995.
  - NAVY RECOMMENDS USING KINGSVILLE AS SINGLE SITE WITH CORPUS CHRISTI AS AN OLF.
  - WE WILL SHOW THIS IS EVEN LESS CAPACITY THAN IN 1993 AND THE CAPACITY PROVIDED IS INSUFFICIENT.

- **HOW DOES NAVY CALCULATE CAPACITY?**

- **DAYTIME AIRFIELD CAPACITY IS THE CAPACITY LIMITER.**

  - **WORKDAYS x DAYTIME HOURS x FLIGHT OPS/HR x WEATHER FACTOR = DAYTIME OPERATIONS LIMIT**

  - **$\frac{\text{DAYTIME OPERATIONS LIMIT}}{\text{DAYTIME OPERATIONS/PTR}}$ = PTR CAPACITY**

- **DAYTIME OPERATIONS FOR PTR IS THE CAPACITY ISSUE FOR 1995.**

- **DAYTIME OPERATIONS PER PTR IS AVERAGE HISTORIC TOTAL.**

  ↕

- **OPERATIONS PER STUDENT MINUS NIGHTTIME OPERATIONS PER STUDENT.**

- **IN 1993 WAS 2210 TOTAL MINUS 347 NIGHT = 1887**

# DAYTIME AIRFIELD CAPACITY CALCULATION

**WORKDAYS • DAYTIME HOURS • FLIGHT OPS/HR • WEATHER FACTOR = DAYTIME OPERATIONS**

$$\frac{\text{DAYTIME OPERATIONS}}{\text{DAYTIME OPERATIONS PER PTR}} = \text{PTR CAPACITY}$$

## 1993 EXAMPLE

| | DAYS | HOURS | OPS/HR | WEATHER | TOTAL | OPS/PTR | PTR |
|---|---|---|---|---|---|---|---|
| KINGSVILLE | 237 | 13 | 100 | 88.2% | 271,744 | 1887 | 144 |
| OLF ORANGE GROVE | 237 | 10 | 60 | 88.2% | 125,420 | 1887 | 66 |
| | | | | | | | 210 |
| MERIDIAN | 237 | 13 | 100 | 82% | 252,642 | 1887 | 134 |
| OLF JOE WILLIAMS | 237 | 10 | 60 | 82% | 116,604 | 1887 | 62 |
| | | | | | | | 196 |

# FLIGHT OPERATIONS PER STUDENT FOR STRIKE TRAINING BASES

| | 1989 | 1990 | 1991 | 1992 | 1993 | TOTAL |
|---|---|---|---|---|---|---|
| KINGSVILLE | | | | | | |
| Total Flight Operations | 513393 | 373450 | 379552 | 350641 | 358149 | 1975185 |
| Total Student Graduates | 157 | 170 | 140 | 101 | 141 | 709 |
| Flight Operations per Strike Student | 3270 | 2197 | 2711 | 3472 | 2540 | 2786 |
| MERIDIAN | | | | | | |
| Total Flight Operations | 267198 | 263990 | 231468 | 238035 | 295090 | 1295781 |
| Total Student Graduates | 139 | 122 | 121 | 107 | 117 | 606 |
| Flight Operations per Strike Student | 1922 | 2164 | 1913 | 2225 | 2522 | 2138 |
| CHASE | | | | | | |
| Total Flight Operations | 366864 | 274017 | 230107 | | | 870988 |
| Total Student Graduates | 158 | 165 | 140 | | | 463 |
| Flight Operations per Strike Student | 2322 | 1661 | 1644 | | | 1881 |

1989 THROUGH 1991 AVERAGE FLIGHT OPERATIONS PER STRIKE TRAINING BASE

| | | | | |
|---|---|---|---|---|
| Total Flight Operations | 1147455 | 911457 | 841127 | 2900039 |
| Total Student Graduates | 454 | 457 | 401 | 1312 |
| Flight Operations per Strike Student | | | | 2210 |

- **CHART SHOWS 2210 WAS AVERAGE OF CHASE, MERIDIAN, AND KINGSVILLE FOR 1989, 1990, AND 1991 ACTUAL OPERATIONS PER STUDENT.**

- **SHOWS KINGSVILLE HIGHEST PART OF AVERAGE.**

- **FORMULAS BASED ON AVERAGES WILL OVERSTATE KINGSVILLE'S CAPACITY.**

## CHANGES SINCE 1993

| | 1993 | 1995 |
|---|---|---|
| OUT-YEAR STRIKE PTR | 384 | 336** |
| OUT-YEAR ADV. E2/C2 PTR* | | 36 |
| TOTAL STRIKE EQUIVALENT PTR | 384 | 355 |
| TRAINING AIRCRAFT*** | T2/TA4 | T2/T45 |

* CNATRA, THE NAVY, AND THE JOINT UPT CROSS SERVICE GROUP HAVE ACKNOWLEDGED ADVANCED E2/C2 WILL TRANSITION TO A T-45 BASE. ADVANCED E2/C2 REQUIRES CARRIER QUALIFICATION. THE T-45 WILL BE THE NAVY'S ONLY CQ CAPABLE TRAINER. THUS, ADVANCED E2/C2 PTR MUST BE FACTORED IN WITH STRIKE PTR.

** THE NAVY REDUCED PTR FOR OUTLYING YEARS BECAUSE OF THE REDUCTION IN OPERATIONAL SQUADRONS AND AIRCRAFT.

*** THE TA-4 AIRCRAFT WILL BE RETIRED IN 1998. THE T-45 TRAINER WILL INITIALLY REPLACE THE TA-4, THEN EVENTUALLY REPLACE THE T-2 ALSO. THE T-2 IS NOT SCHEDULED TO BE RETIRED DURING THIS BRAC WINDOW, 1995-2001 (CONFIRMED BY CHARLIE NEMFAKOS).

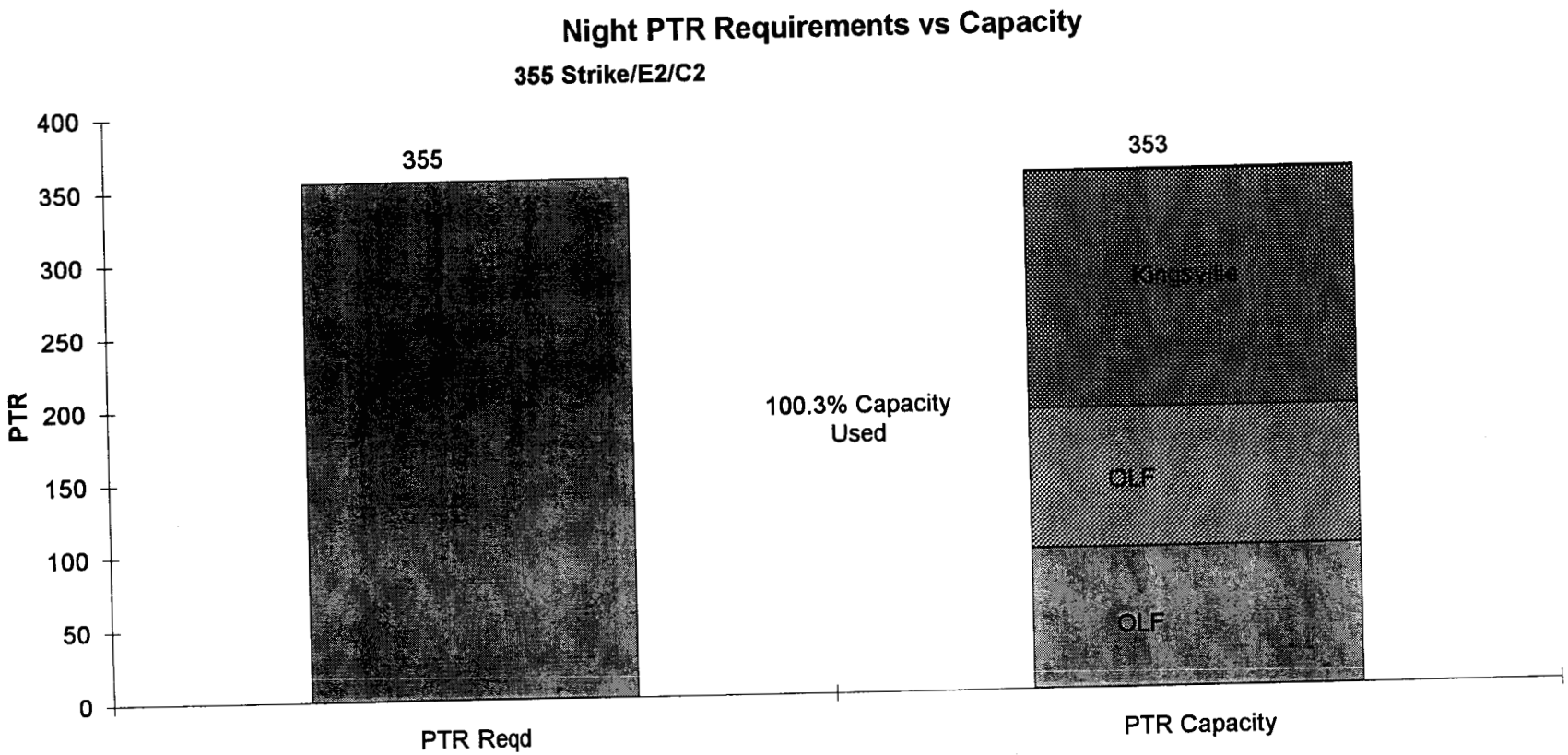
- HOW DID THE NUMBERS CHANGE FOR 1995?

| | 1993 | 1995 |
|---|---|---|
| T2/A4 DAYTIME OPERATIONS PER PTR | 1887 | 1961 |
| T45 DAYTIME OPERATIONS PER PTR | 1704 | 1393 |
| T2/T45 DAYTIME OPERATIONS PER PTR | N/A | 1629 |

- THE BSAT AVERAGED 1629 AND 1393 TO GET 1511 AS THE FIGURE IT USED. THIS REPRESENTS FLYING 50% OF STUDENTS IN T2/A4 SYLLABUS IN 2001 AND 50% IN T45 SYLLABUS.

- THE T45 AND T2/T45 FIGURES ARE GROSSLY UNDERSTATED.

- HOWEVER, WE WILL SHOW A CAPACITY SHORTFALL EVEN USING THE 1511 FIGURE.




2001 Projected Capacity for Kingsville with Corpus Christi and Alice O.G. OLFs

- WHY ARE THE T45 AND T2/T45 FIGURES WRONG?

- BSAT CHANGED RULES IN MIDDLE OF ANALYSIS TO LOWER THE FIGURES.

    1. IN 1993 CNATRA BRIEFED BSAT TO CALCULATE CAPACITY AT BASE, SINCE NOT SET UP TO DEPLOY.

    2. POSITION FOLLOWED BY BSAT IN 1993.

    3. POSITION FOLLOWED BY BSAT IN 1995 IN INITIAL DATA CALLS AND FIRST CAPACTIY RUN.

    4. THEN BSAT CHANGED RULES, AMENDED DATA CALLS TO DEDUCT OPS FOR DEPLOYMENTS, ETC....

    5. KINGSVILLE CHANGED ITS DAYTIME OPS PER PTR FIGURE FROM 1605 TO 1393.

- THIS FORMULA CHANGE INVALIDATES FORMULA BY DOUBLE COUNTING CAPACITY. IN THEORY, ONE BASE COULD DO ALL TRAINING BY SAYING IT WOULD DEPLOY TRAINING TO OTHER SITES.

- REALITY CHECK:

    1. EL CENTRO PERMANENT DET CLOSED IN 1992 TO SAVE MONEY

    2. LIMITED AIRCRAFT, INSTRUCTORS AND STUDENTS DO NOT ALLOW DOUBLE COUNTING OF CAPACITY.

- 1393 IS FALSE NUMBER.

- KINGSVILLE'S 1605 FIGURE STILL LOW COMPARED TO 1993'S AVERAGE OF 1704. NEITHER FIGURE CONSIDERS KINGSVILLE'S HISTORY. WE THINK 1704 IS GOOD AVERAGE NUMBER.

- T2/T45 SYLLABUBS IS VIRTUALLY THE SAME AS T2/TA4. DIFFERENCES ARE SMALL.

- BSAT'S 1511 FORMULA FIGURE SHOULD BE 1802.

- DATA SHOWN HAS BEEN CONSERVATIVE:

  ◊ 1993 VALIDATED DATA STILL BEST CAPACITY DATA AVAILABLE.

  ◊ USED OPTIMISTIC OPS/PTR FIGURES WHICH GIVE CAPACITY FIGURES WHICH STILL ARE NOT SUFFICIENT.

- CAPACITY SHORTFALLS ARE ACTUALLY MUCH MORE SIGNIFICANT THAN SHOWN FOR SEVERAL REASONS.

  ➔ 1) KINGSVILLE'S HISTORIC DATA SHOWS ITS OPS/PTR FIGURES SHOULD BE MUCH HIGHER

- **CAPACITY SHORTFALLS ACTUALLY MUCH MORE SIGNIFICANT FOR SEVERAL REASONS:**

  1) **KINGSVILLE'S HISTORIC DATA SHOWS ITS OPS/PTR FIGURES SHOULD BE MUCH HIGHER**

  → 2) **CORPUS CHRISTI'S OPS/PTR FIGURES, SHOWN EQUAL TO OLF ALICE ORANGE GROVE, SHOULD BE SUBSTANTIALLY LOWER.**

# Document Separator

CORPUS OLF CONSIDERATION:

- BEST CAPACITY FOR OLF CORPUS CHRISTI IS EQUIPMENT TO A DEDICATED OLF,
    - ◊ ALICE ORANGE GROVE EQUIVALENT (54 OPS/HR)

- JOINT USE OPERATIONS MAKE 54 OPS/HR OPTIMISTIC AT BEST

- FOD/BIRD STRIKE/ENCROACHMENT ISSUES FURTHER REDUCE POTENTIAL OPS/HR AND RAISE QUESTIONS ABOUT USING AS JET FIELD PERIOD.

- AICUZ STUDY NEEDED - MAY SHOW SIGNIFICANT PROBLEMS.

    - ◊ HEAVY NIGHT USAGE AS PROGRAMMED WILL BE A MAJOR PROBLEM.

- SINGLE BASE CAPACITY WITH CORPUS OLF = TO ALICE ORANGE AT A MINIMUM OVERSTATES REAL CAPACITY

- NAF CORPUS AS KINGSVILLE OLF

- CORPUS CAPACITY AS OLF HAS OPERATIONAL CONSTRAINTS

  USAF C-5, ARMY HELO, COAST GUARD FIXED/ROTARY WING, CUSTOMS/DEA P-3, MINE WARFARE HEAVY HELO, ETC. WILL SHARE NAF CORPUS WITH STRIKE TRAINING STUDENTS.

  INPACT OF CORPUS CHRISTI INTERNATIONAL.

  JOINT USE AIRFIELD PRECLUDES ACHIEVING THE STUDENT TRAINING OPERATIONAL TEMPO OF A DEDICATED OLF WITH 53/54 OPS/HR CAPACITY.

  "CORPUS CAPACITY IS LIMITED AND CORPUS OPERATIONS SUFFER FROM AIRSPACE//RUNWAY LIMITATIONS ..." (CTW-2 LETTER DATED 12 FEB 1993)

BSAT CAPCITY CALCULATIONS UNREALISTIC BASED UPON HOMEFIELD OPS/HR.

## NAF Corpus as Kingsville OLF Con't

### Other Impacts

**Documented FOD Hazard** (Foreign Object Damage to engines)
(CNATRA Scenario Development, BRAC 93, 13 Feb 93)
(CTW-2 letter dated 12 Feb 1993)

**High Bird Strike Rate** (Double Kingsville / Meridian rates)
(Corpus Christi BRAC 93 Data Call #3, pg 33)
(Naval Engineering Facility, Philadelphia, under CNO Cover March 1995)
(Flight Planning Publications, IFR Supplement updated bi-monthly)

NAF Corpus as Kingsville OLF Con't

Encroachment Issues

No Jet/T-45 AICUZ
Development concerns
(Corpus Christi BRAC 95 Data Call 3 rebuttal comments, Encrouchment Concerns)
Traffic Pattern constraints (Departures, runway patterns)
(Corpus Christi Master Plan, pg H-2)
(Corpus Christi BRAC 93 Data Call 3, pg 26)
(Flight Information Publications, current)
(CTW-2 letter dated 12 Feb 1993)
Wetlands
(Corpus Christi Data Call 33, 20 May 1994, pg 20R)
Noise issues - Updated AICUZ needed
(Corpus Christi BRAC 93 Data Call 3, pg 26)
(CNATRA Scenario Development, BRAC 93, 13 Feb 93)
(CTW-2 letter dated 12 Feb 1993)

Conclusion: NAF Corpus capabilities as OLF are significantly compromised.

Capacity -- 40 ops/hr - about 80% of Alice Orange Grouve's 54.

**OLF Reality Check**

OLF capacity calculated as stand-alone sites using FAA circular model.

FAA circular calculation optimistic when compared to historical data .
**(Real World Experience, past and present)**

OLFs are assumed to be completely additive. **Historical data indicates otherwise.**

Historically OLFs have contributed **less than 50% of Home Field capacity to productive effort**

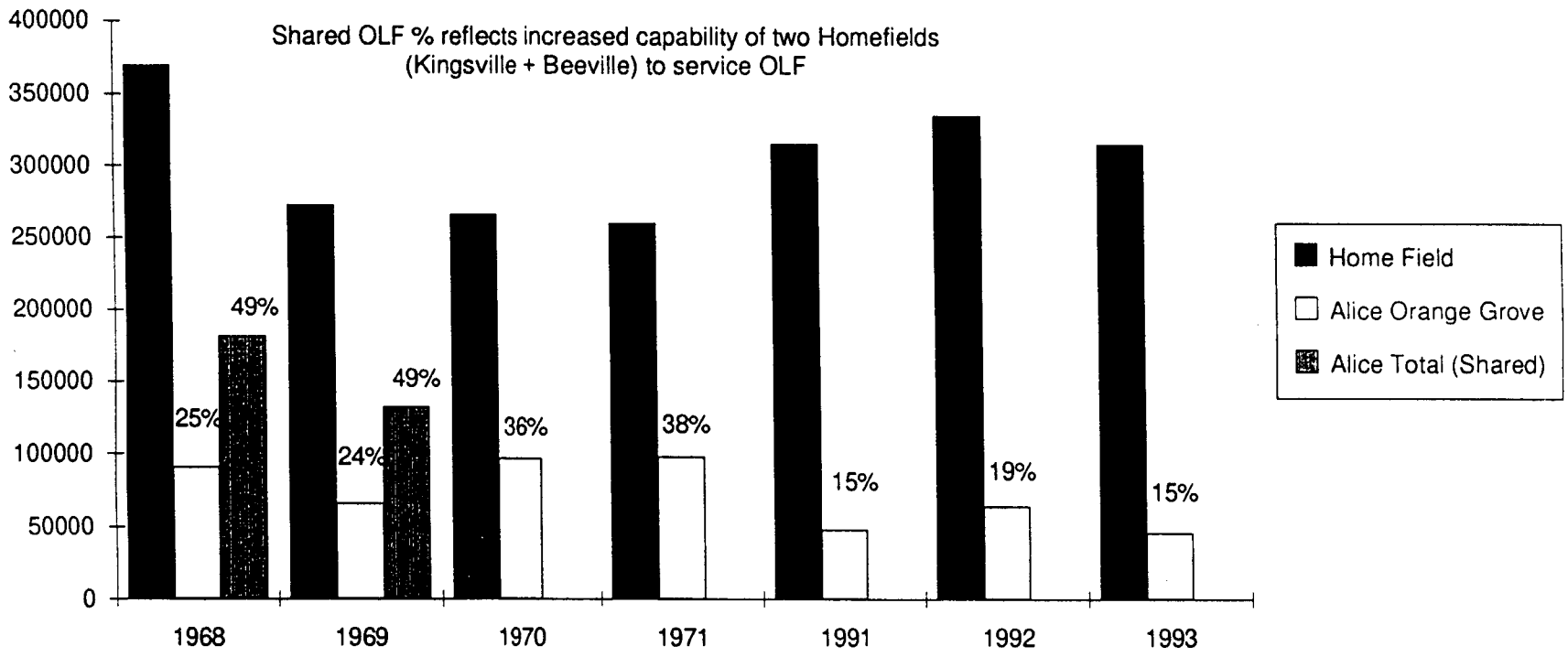
Maximum OLF production in Vietnam era
**Dedicated, Unconstrained and VFR** **circa 40 Ops/Hr**
(Navy archive data)

**Recent Year OLF production under 35% Home Field Ops/Hr**
(Brac '95 Data Call #2)

**Conclusion: BSAT calculated OLF Ops/Hr are optimistic.**

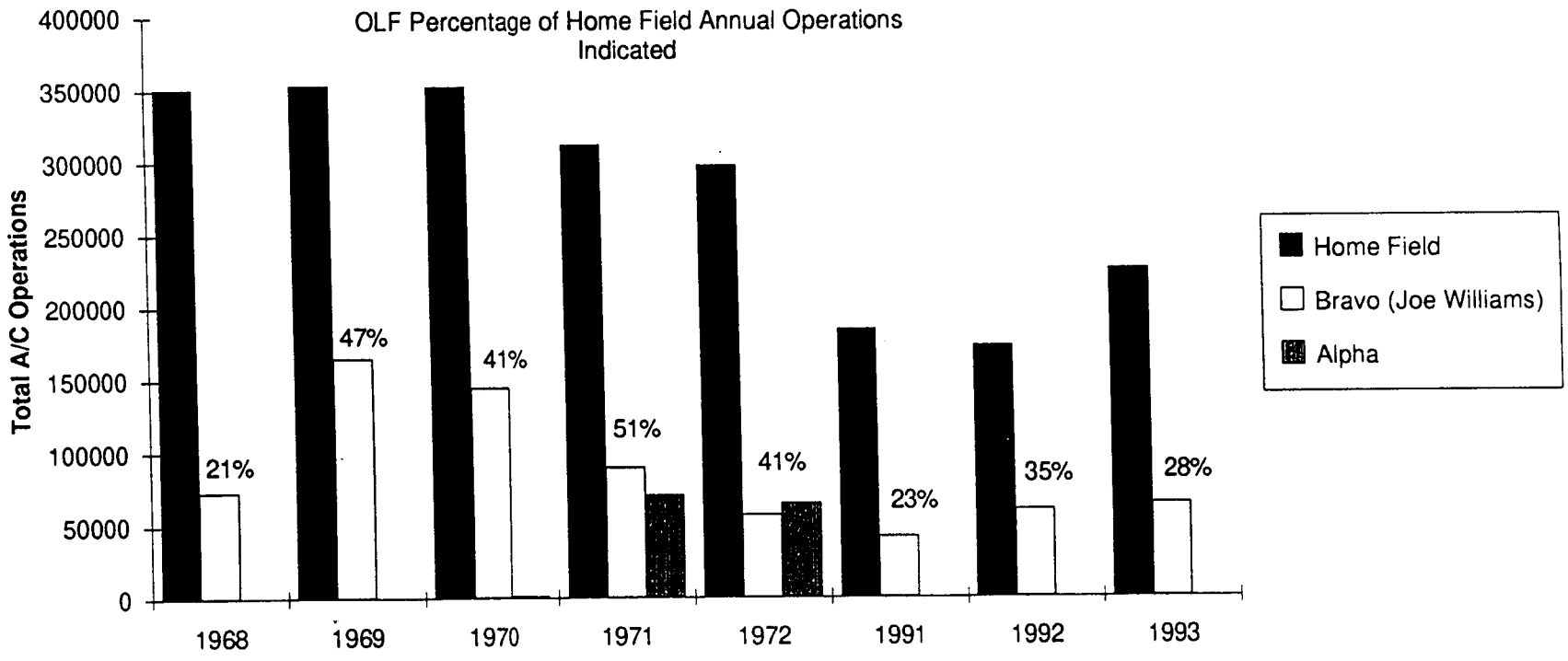
**Vietnam era OLF data (normalized for 237 days/year) would provide better measure of OLF student training capability**

## Kingsville Homefield / OLF Ops (Wartime Tempo)




Sources: 1968-1972 Data, Navy Archives, Wash, DC
1991-1993 Data, BRAC '95 Data Call #2

## Meridian Homefield / OLF Ops (Wartime Tempo)




Sources: 1968-1972 Data, Navy Archives, Wash, DC
1991-1993 Data, BRAC '95 Data Call #2

**CAPACITY SHORTFALLS ACTUALLY MUCH MORE SIGNIFICANT FOR SEVERAL REASONS:**

1) **KINGSVILLE'S HISTORIC DATA SHOWS ITS OPS/PTR FIGURES SHOULD BE MUCH HIGHER**

2) **CORPUS CHRISTI'S OPS/PTR FIGURES, SHOWN EQUAL TO OLF ALICE ORANGE GROVE, SHOULD BE SUBSTANTIALLY LOWER.**

➔ 3) **DRAMATICALLY HEAVIER USAGE OF ALICE ORANGE GROVE, PARTICULARLY THE 100% NIGHT LOAD, IS LIKELY TO CAUSE NOISE PROBLEMS, SINCE NO AICUZ IS IN PLACE.**

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3) DRAMATICALLY HEAVIER USAGE OF ALICE ORANGE GROVE, PARTICULARLY THE 100% NIGHT LOAD, IS LIKELY TO CAUSE NOISE PROBLEMS, SINCE NO AICUZ IS IN PLACE.

➔ 4) 80% A REASONALBE FIGURE, PARTICURALLY GIVEN KINGSVILLE'S HISTORY OF FLYING 1.2 OPS FOR EACH OP FLOWN AT MERIDIAN.

# PRACTICAL LIMITATIONS

- NUMBER OF AIRCRAFT, INSTRUCTORS, STUDENTS AND WEATHER CONSTRAIN RUNWAY CAPACITY.

- OVERWHELMING, UNSAFE AND UNNECESSARY TO FLY STUDENT AVIATOR IN TRAFFIC DENSITIES RESULTING FROM MAXIMUM CAPACITY BASE LOADING.

- NO PRODUCTION SYSTEMS RUNS WELL AT MAXIMUM CAPACITY... TO DO SO INVITES CATASTROPHE.

- 80% CAPACITY PRACTICAL LOAD LEVEL - RETAINS BOTH FLEXIBILITY AND SURGE.

- PEOPLE AREN'T MACHINES. SCHEDULING 16 HOUR, 7 DAY WORK WEEKS WILL DEMORALIZE STUDENTS, INSTRUCTORS AND SUPPORT CREWS.

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➔ 5) T-45 PROBLEMS THREATEN AVAILABILTIY, LIMIT FLEXIBILITY AND WILL KEEP T-2S AROUND FOR QUITE A WHILE.

# T-45 Concerns

T-45A aircraft has significant and inherent advantage over T-2 and TA-4 aircraft being replaced:

**Modern avionics**
**Fuel efficient airframe**
**Generally low-tech (simple, easy to maintain) design**

Also has problems frequently encountered in new aircraft, several of which result from its origination from British, land-based aircraft

**Poor engine with poor supportability**
Unanticipated problems with other systems (high failure rates, insufficient parts support)

Logistic problems have driven creation of **"Hawk Watch Hot List"** for critical supply support management by McDonnell Douglas Aerospace (MDA)

MDA has **corporate commitment** to make T45TS work
Foreign sales
Other programs with Navy

**Procurement**

**Buy has been reduced to 12 per Year, delaying full system implementation**

**Engine** **500 Hr** Mean Time Between Overhaul

**Combustion Liner spares critical**
A/C utilization rate (60 Hrs/Mo) --
Overhaul every 9 months
Parts unavailable

**Gas Turbine Starter** (GTS, only means of starting engine)
High failure rate of 3 key component groups
Parts in short supply

## Impacts

**Current: "Managed" effort successful**

- cannibalization
- engine swaps
  - down A/C
  - mod A/C (4 always in flow)

**Future (Summer 1995): Management cannot overcome lack of spares**

- 5 - 10 A/C parked after management (approx. 15%)
- No solution in sight
- Mission Capable rate down

| | |
|---|---|
| Current | 85% (MDA managed) |
| Specified | 76.8% |
| Engine driven | Less |

## Other System Problems

### Horizontal Stabilizer Replacement

Stabilizer must be replaced at 3200 flight hour point
30 A/C in lockstep to hit 3200 hour barrier in spring 1998

**Impacts**
Kit availability in question (British Aerospace provided)
"Bow wave" of affected aircraft

### Contractor Logistics Support competition (FY-97)

Current MDA support (High quality, expensive)
"Back door" support from corporation
Access to unlimited technical/engineering expertise

Lowest / Best bidder
Typically minimally manned
No back door
Technical expertise limited to on site talent
Historically difficult turn-over with low aircraft availability

**Bottom Line**

**Several significant logistics issues threaten T-45 implementation**

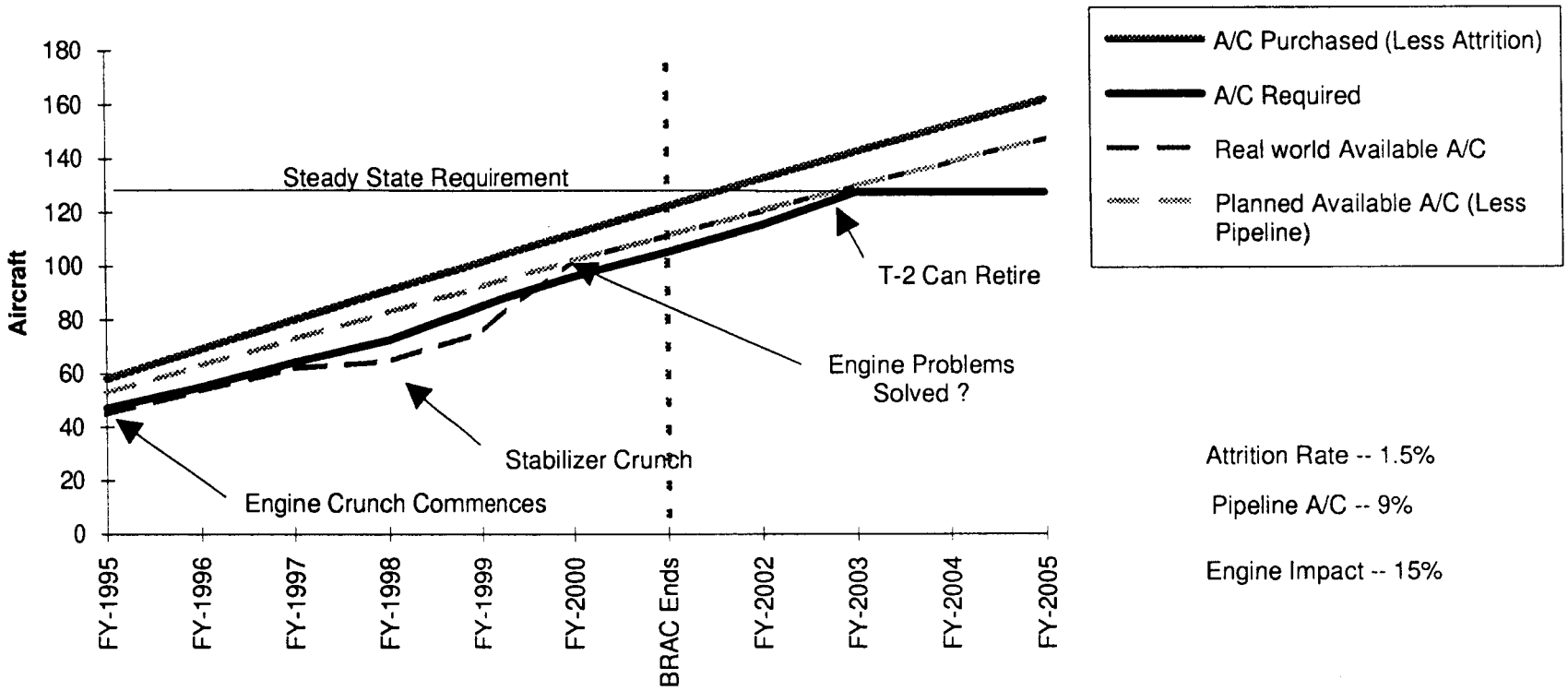
- **Mid-decade Aircraft availability may not meet operational requirements**

**Acquisition Rate will not allow full T45TS implementation until FY-2003**

**T-2 Intermediate Training must continue into 21st Century**

- **T-2 Inventory will require careful management**

## T45 Availability vs Requirements




Attrition Rate -- 1.5%

Pipeline A/C -- 9%

Engine Impact -- 15%

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5) T-45 PROBLEMS THREATEN AVAILABILTIY, LIMIT FLEXIBILITY AND WILL KEEP T-2S AROUND FOR QUITE A WHILE.

➔ 6) ANY INCREASE IN PTR PUNCHES A BIGGER HOLE IN THE SINGLE SITE SCENARIO. WHY IS THE AIR FORCE'S PTR GOING WAY UP, AND THE NAVY'S ISNOT?

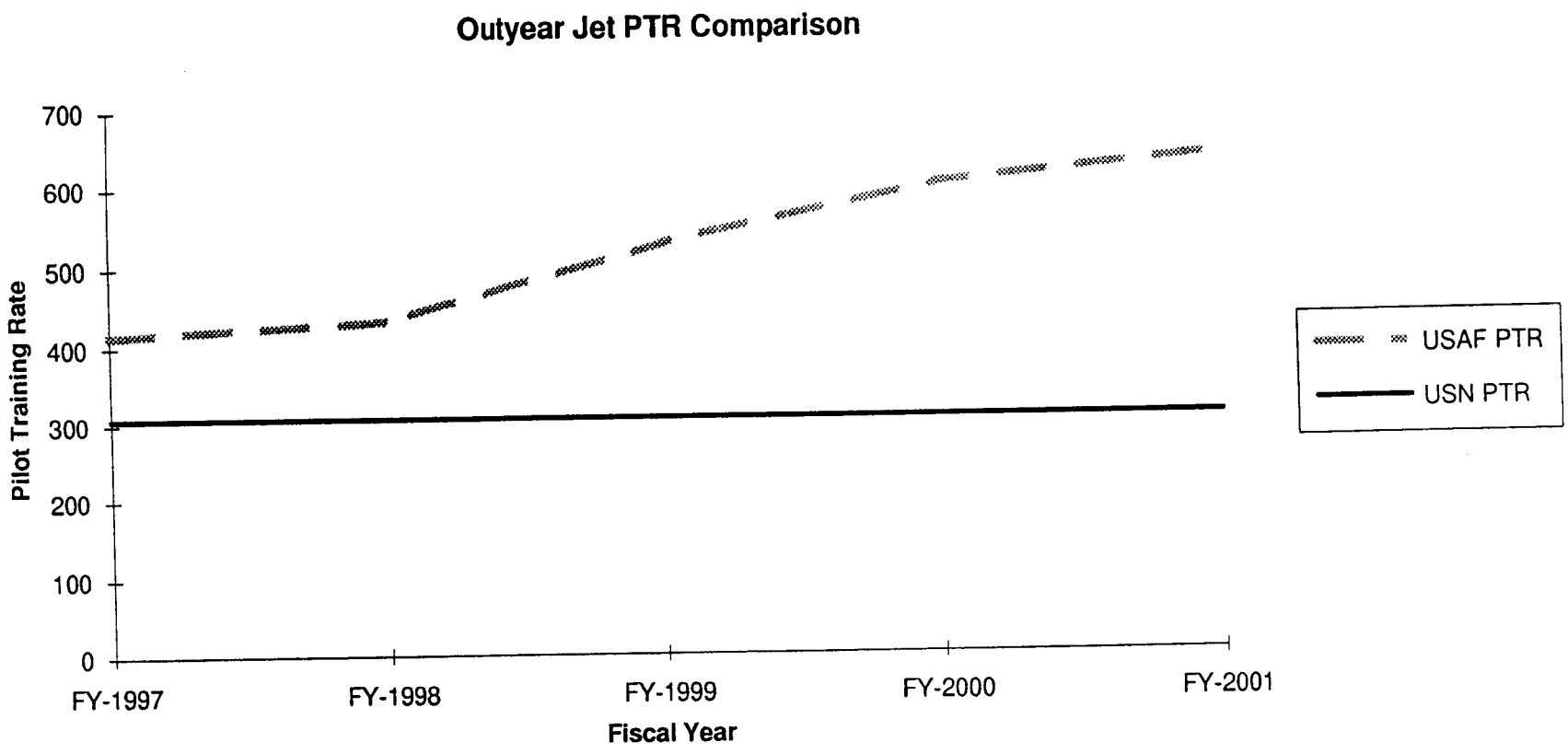
## POSSIBLE PTR INCREASES

- NAVY STRAIGHT LINES STRIKE PTR IN THE OUTYEARS AT 336 + E2/C2

- AIR FORCE CERTIFIED DATA CALLS INDICATE A 33% PTR INCREASE IN SUPT PTR, PARTIALLY DUE TO ANTICIPATED AIRLINE HIRING INCREASES

- NAVY INSISTS AIRLINES HAVE LITTLE EFFECT ON STRIKE - INDUSTRY OBSERVERS DISAGREE.

- IF THE NAVY IS INCORRECT, A 5% ERROR RESULTS IN A PTR INCREASE OF 18 TO A SYSTEM THAT IS ALREADY PLANNED TO RUN ABOVE MAXIMUM


Outyear Jet PTR Comparison
Pilot Training Rate
700
600
500
400
300
200
100
0
FY-1997
FY-1998
FY-1999
FY-2000
FY-2001
Fiscal Year
USAF PTR
USN PTR

MAXIMUM SUSTAINABLE CAPACITY TAKES INTO ACCOUNT:

1. KINGSVILLE'S HIGH OPS/PTR HISTORY (WHICH LOWERS ITS CAPACITY)

2. HISTORIC OLF OPERATING LEVELS PLUS ENCROACHMENT FACTORS.

3. INABILITY TO RUN A BASE DURING PEACETIME AT 100% MAXIMUM FORMULA CAPACITY.

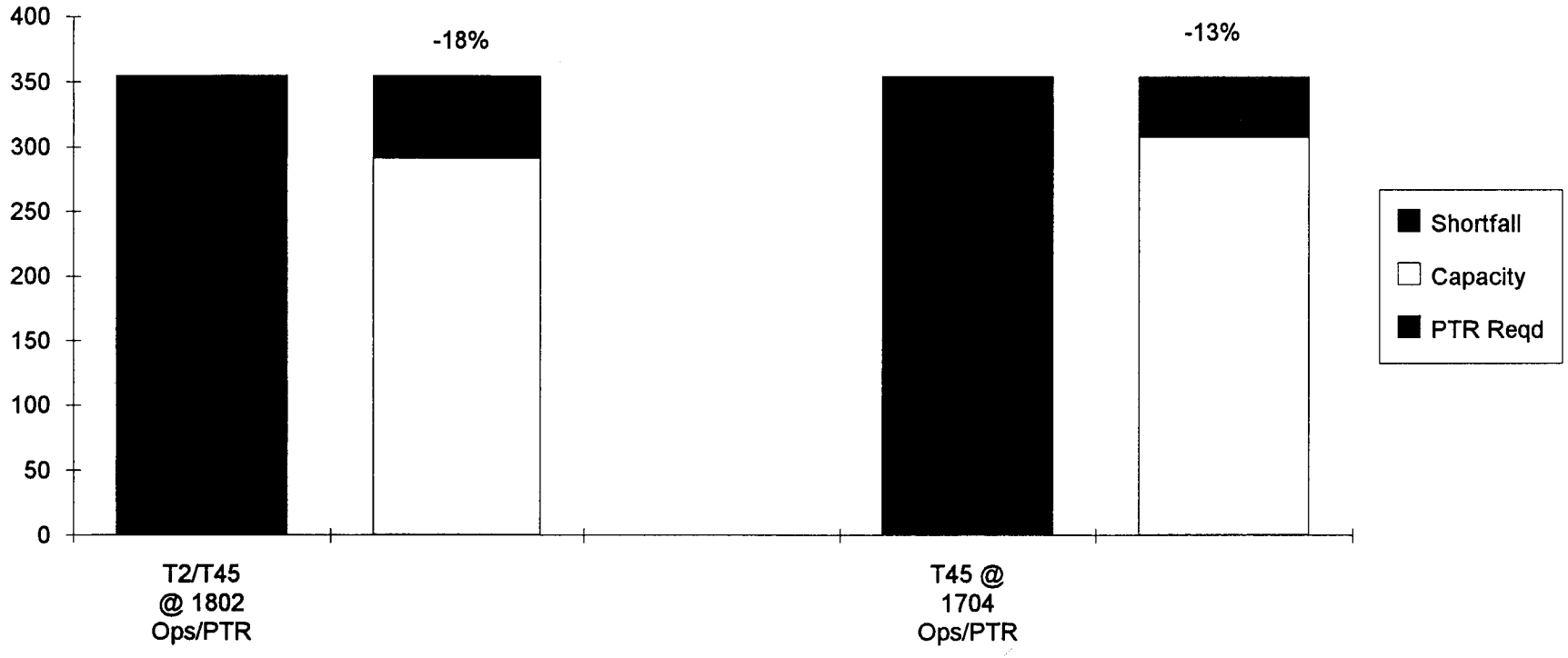
4. AIRCRAFT ASSETS, INSTRUCTORS, MANNING, STUDENT AVAILABILITY, MAINTENANCE.

5. SURGE IN CASE PTR INCREASES.

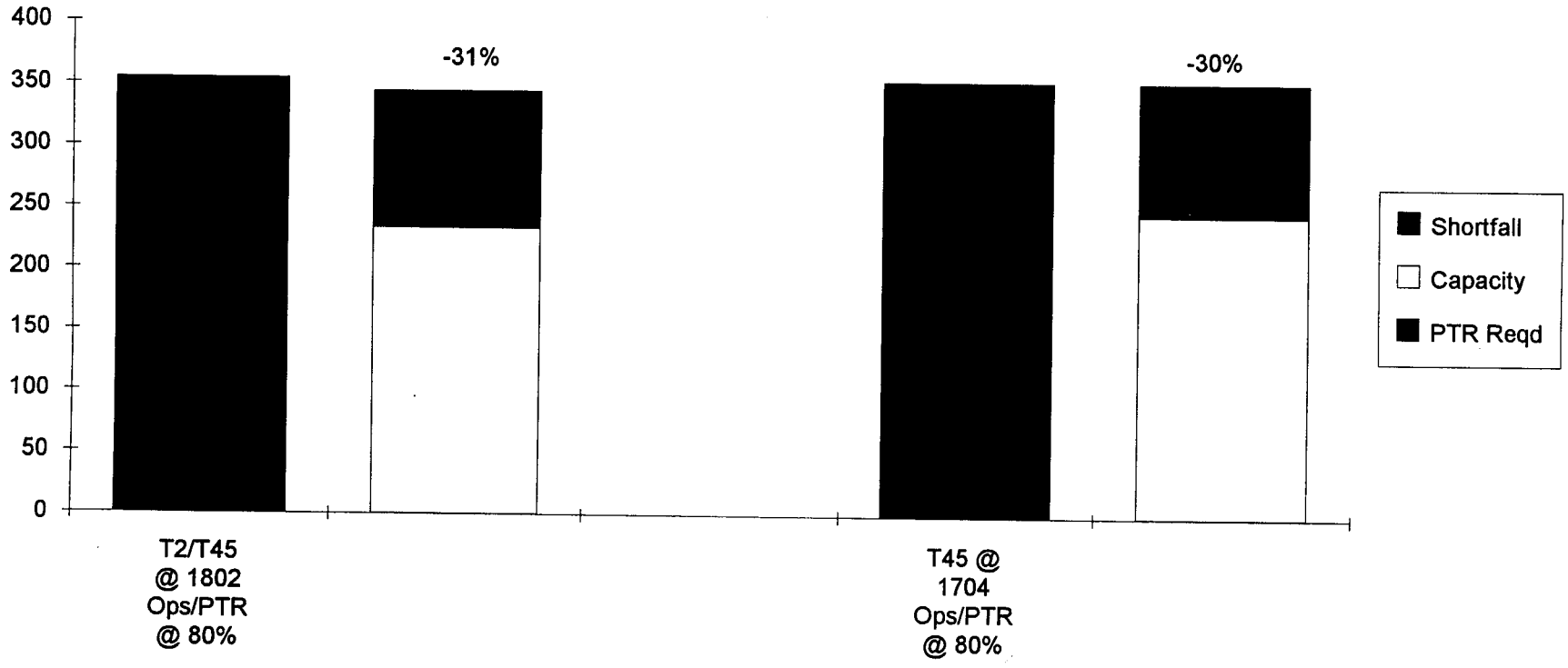
6. NECESSARY BUFFER AS DENOTED BY AIR FORCE.

- MAXIMUM SUSTAINABLE CAPACITY IS 80% OF FORMULA CAPACITY.

## Revised Capabilities for Kingsville and Corpus Christi



## Revised Sustainable Cababilities for Kingsville + Corpus Christi



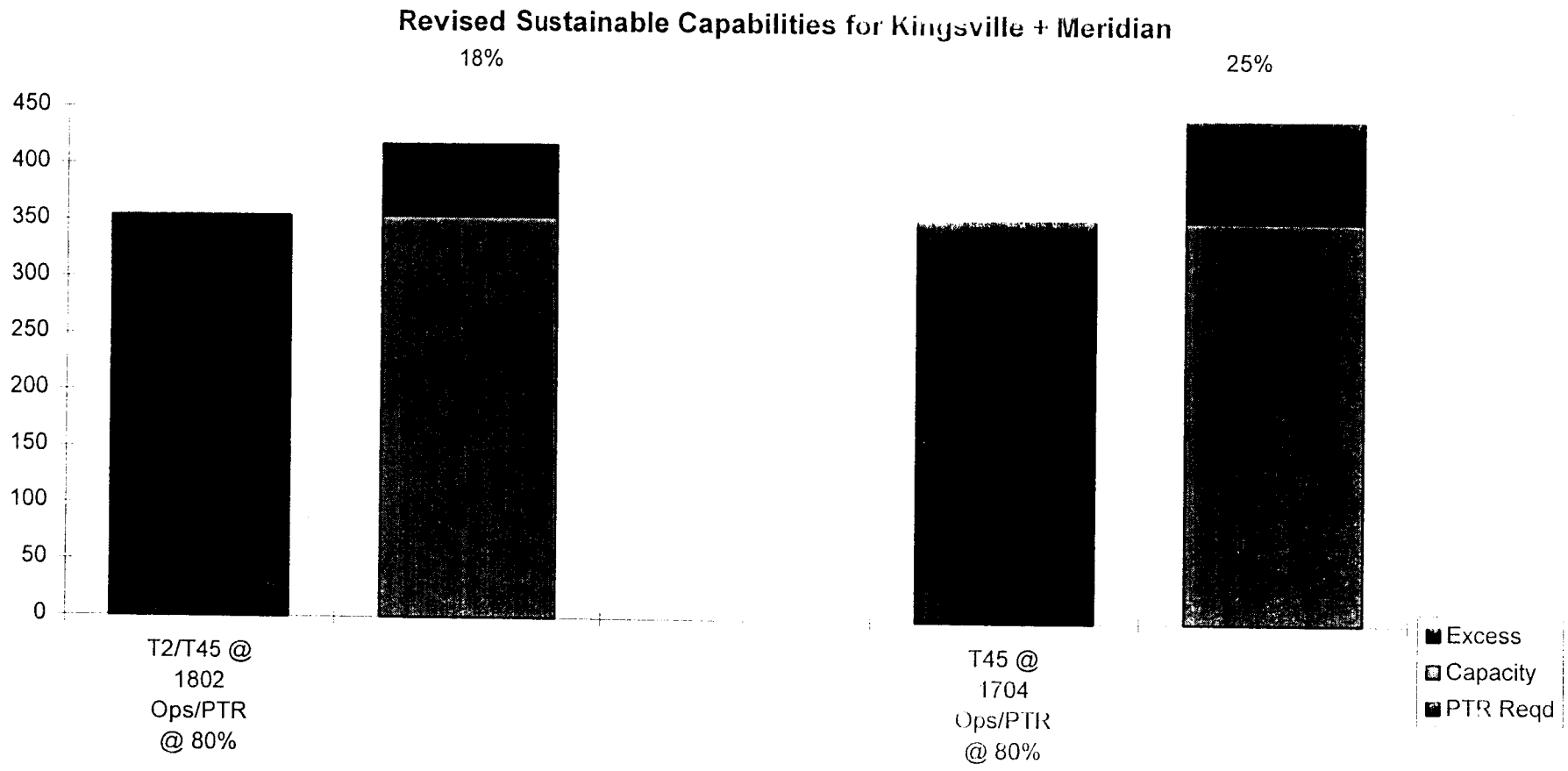
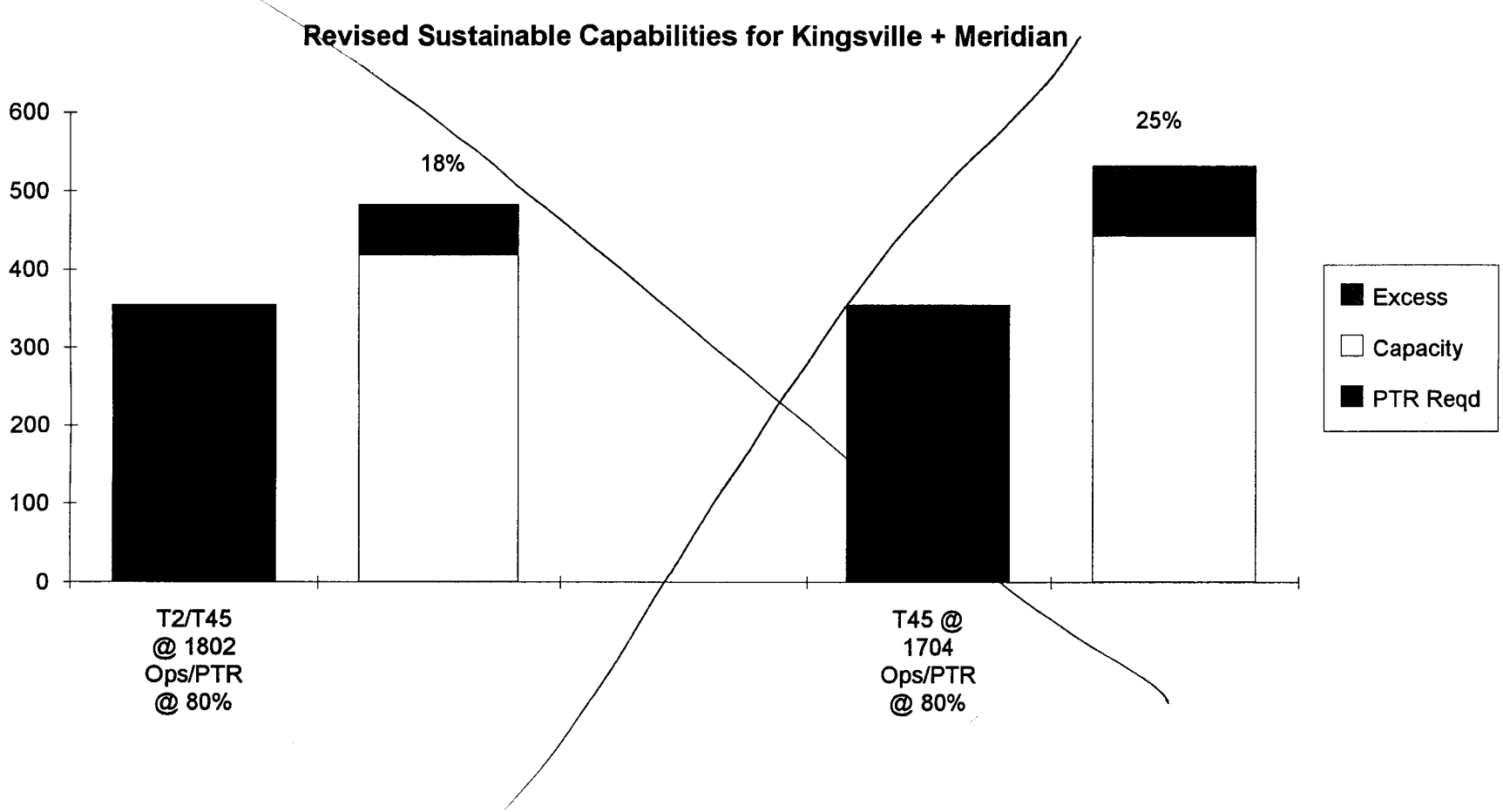

Revised Sustainable Capabilities for Kingsville + Meridian
18%
25%
450
400
350
300
250
200
150
100
50
0
T2/T45 @ 1802 Ops/PTR @ 80%
T45 @ 1704 Ops/PTR @ 80%
Excess
Capacity
PTR Reqd

Chart IN ERROR



- NAVY STRIKE TRAINING IS THE ONLY NAVY UNIQUE TRAINING IN DEPARTMENT OF THE NAVY UNDERGRADUATE PILOT TRAINING. (INCLUDES NAVY, MARINES, AND INTERNATIONAL STUDENTS)

  - ◊ THIS TRAINING SUPPORTS CARRIER FORCE STRUCTURE

  - ◊ SINGLE BASE CAUSES UNACCEPTABLE RISK TO FUTURE FORCE STRUCTURE

  - ◊ KINGSVILLE WAS LAST TRAINING BASE TO SUSTAIN HURRICANE/FLOOD DAMAGE

- STUDENT TRAINING CANNOT OPERATE AT 100% CAPACITY FOREVER EFFICIENTLY AND SAFELY (NO SURGE CAPABILITY)

  - ◊ HISTORICAL VARIATION IN EFFICIENCY, WEATHER, AIRCRAFT AVAILABILITY, AND FLYING HOUR FUNDING MAKE A (FINITE OR ABSOLUTE) 100% CAPACITY NUMBER VARY FROM YEAR TO YEAR.

  - ◊ THIS EQUATES TO HIGH RISK TO THE CARRIER FORCE LEVEL PICKING ONE CAPACITY NUMBER AND NO SURGE OR FLEXIBILITY IN OP TEMPO AND SAFETY.

- FORCE STRUCTURE/PTR CHANGES/AND PILOT RETENTION VARIATIONS CANNOT BE ACCOMMODATED AT A SINGLE BASE.

  - ◊ REQUIRES ESTABLISHMENT OF A PERMANENT WEAPONS DETACHMENT... BUT EL CENTRO WAS CLOSED IN 1992.

  - ◊ DET INCREASES DECREASE HOME FIELD CAPABILITY.

  - ◊ T-45 LIMITATIONS LIMIT HOME FIELD OPERATIONS THROUGH FY 2007.

  - ◊ CONTRACT MAINTENANCE COST HIGHS WITH LIMITED OPERATIONAL FLEXIBILITY.

  - ◊ NO ABILITY TO ACCEPT DETS AT HOME FIELD.

  - ◊ NO FUTURE CAPABILITY FOR JOINT (AIR FORCE) FIGHTER LEAD IN TRAINING WITH T-45.

  - ◊ HIGH OP TEMPO, CONTINUOUS DETACHMENTS ARE POOR QUALITY OF LIFE FOR SHORE DUTY.

- **YOU ARE DRIVING YOUR SPORTS CAR (STRIKE TRAINING) AT 6000 RPM (MAXIMUM CAPACITY) FOR THE LIFE OF THE ENGINE (RISK ON YOUR NEXT TRIP TO A FORWARD DEPLOYED GEOGRAPHIC POSITION).**

# JOINT ISSUES

- THE SECRETARY OF THE NAVY HAS RECOMMENDED THE COMMISSION CONSIDER NAS MERIDIAN AS PART OF A JOINT CROSS SERVICE TRAINING REALIGNMENT.

- NAS MERIDIAN HAS HIGHER "FUNCTIONAL VALUE" THAN MOST AIR FORCE BASES.

- COLUMBUS AFB/NAS MERIDIAN ONLY JOINT SERVICE AIR TRAINING COMPLEX, ONLY COMPLEX WITH TWO JET BASES, ONLY COMPLEX WITH SHARED TARGET.

- JOINT USE OF RANGE, OLFS, AND AIRSPACE GIVE COLUMBUS AFB/NAS MERIDIAN COMPLEX CAPABILITIES AND FLEXABILITY NO OTHER BASES HAVE.

# OSD Joint Cross-Service Study Group for Undergraduate Pilot Training (UPT)

- Military Value >>> Functional Value
- Capacity
- Configuration Modeling
- Military Value Banding

# Military Value>>>Functional Value

- Functional Value Parallels Military Value
- Results of "Corrected Run"
- Adjustments to Measures of Merit
  - Overwater Warning Areas
  - Proximity to "Training" Carrier
  - NAS Pensacola "Two Targets within 50 Miles"

# OSD Joint Service Group Cummulative Rankings of UPT Training Sites

| | FltScrn | Primary | LftTnker | MarInE2 | BombFit | StkAvE2 | PanelNav | PrInNFO | WSOStrk | UPTHelo | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Pensacola | 6.1 | 6.4 | 7.8 | 7.5 | 7.8 | 7.6 | 7.6 | 6.4 | 7.6 | 6.5 | 71.25 |
| Kingsville | 6.7 | 7.0 | 7.7 | 7.6 | 7.3 | 7.3 | 7.2 | 7.0 | 7.4 | | 65.15 |
| Columbus | 6.6 | 6.8 | 6.3 | 6.7 | 6.4 | 6.0 | 7.6 | 6.9 | 6.6 | | 59.85 |
| Meridian | 6.5 | 6.8 | 6.6 | 6.6 | 6.8 | 6.3 | 7.0 | 6.8 | 6.5 | | 59.85 |
| Randolph | 5.7 | 6.7 | 6.5 | 6.4 | 6.8 | 6.0 | 6.9 | 7.1 | 6.1 | | 58.15 |
| Corpus | 6.4 | 6.7 | 6.5 | 7.5 | | 6.2 | 5.9 | 6.7 | 6.9 | | 52.75 |
| Vance | 6.6 | 6.8 | 6.7 | 6.8 | 5.5 | 5.3 | 7.5 | 6.8 | | | 51.95 |
| Sheppard | 6.2 | 6.3 | 6.5 | 6.5 | 6.3 | 6.2 | 7.7 | 6.2 | | | 51.85 |
| Laughlin | 6.8 | 7.0 | 5.8 | 6.5 | 5.5 | 5.4 | 6.8 | 7.1 | | | 50.85 |
| Reese | 6.2 | 6.0 | 5.9 | 5.9 | 5.6 | 5.7 | 7.2 | 6.2 | | | 48.65 |
| Whiting | 6.6 | 6.6 | | 7.4 | | | 6.4 | 6.4 | 7.0 | 7.2 | 47.55 |
| Rucker | 6.9 | | | | | | | | 6.7 | 8.9 | 22.45 |
| USAFA | 5.8 | | | | | | | | | | 5.8 |
| Hondo | 5.3 | | | | | | | | | | 5.3 |

# OSD Joint Service Group Cummulative Rankings of UPT Training Sites

| | FltScrn | Primary | LftTnker | MarInE2 | BombFit | StkAvE2 | PanelNav | PrInNFO | WSOStrk | UPTHelo | Score | Avg Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rucker | 6.9 | | | | | | | | 6.7 | 8.9 | 22.45 | 7.5 |
| Kingsville | 6.7 | 7.0 | 7.7 | 7.6 | 7.3 | 7.3 | 7.2 | 7.0 | 7.4 | | 65.15 | 7.2 |
| Pensacola | 6.1 | 6.4 | 7.8 | 7.5 | 7.8 | 7.6 | 7.6 | 6.4 | 7.6 | 6.5 | 71.25 | 7.1 |
| Whiting | 6.6 | 6.6 | | 7.4 | | | 6.4 | 6.4 | 7.0 | 7.2 | 47.55 | 6.8 |
| Columbus | 6.6 | 6.8 | 6.3 | 6.7 | 6.4 | 6.0 | 7.6 | 6.9 | 6.6 | | 59.85 | 6.7 |
| Meridian | 6.5 | 6.8 | 6.6 | 6.6 | 6.8 | 6.3 | 7.0 | 6.8 | 6.5 | | 59.85 | 6.7 |
| Corpus | 6.4 | 6.7 | 6.5 | 7.5 | | 6.2 | 5.9 | 6.7 | 6.9 | | 52.75 | 6.6 |
| Vance | 6.6 | 6.8 | 6.7 | 6.8 | 5.5 | 5.3 | 7.5 | 6.8 | | | 51.95 | 6.5 |
| Sheppard | 6.2 | 6.3 | 6.5 | 6.5 | 6.3 | 6.2 | 7.7 | 6.2 | | | 51.85 | 6.5 |
| Randolph | 5.7 | 6.7 | 6.5 | 6.4 | 6.8 | 6.0 | 6.9 | 7.1 | 6.1 | | 58.15 | 6.5 |
| Laughlin | 6.8 | 7.0 | 5.8 | 6.5 | 5.5 | 5.4 | 6.8 | 7.1 | | | 50.85 | 6.4 |
| Reese | 6.2 | 6.0 | 5.9 | 5.9 | 5.6 | 5.7 | 7.2 | 6.2 | | | 48.65 | 6.1 |
| USAFA | 5.8 | | | | | | | | | | 5.8 | 5.8 |
| Hondo | 5.3 | | | | | | | | | | 5.3 | 5.3 |

# Capacity

- Airspace and Flight Training Areas
  - Not a constraint on operations
- Runway Operations
  - Non-uniform Capacity Calculations

    | | | |
    |---|---|---|
    | Example: | OLF Bravo | 145,707 ops/yr |
    | | Gunshy | 287,209 ops/yr |

  - Joint UPT "Normalized" Runway Operations
- Variation in Ops per PTR for Navy Strike
- Base Loading, Navy vs. Air Force

# OPTIMIZATION RESULTS

- AIRFIELD OPS IS THE LIMITING FACTOR
- MAXIMIZED FUNCTIONAL VALUE RUN
- FT RUCKER CAN HANDLE ALL HELO TRAINING
- PRIMARY WAS DISTRIBUTED TO SIX BASES

JCSG
OCT 21, 1994

# Configuration Modeling

- Unconstrained Runs to Maximize Functional Value
  - Reese AFB, Hondo, USAFA Close
- "Minimize sites" Run
  - 95% Weight on Minimizing Sites
  - Only 5% Weight on Functional Value
  - Three Rules to Constrain Multilocation Siting
  - Kingsville, Meridian, Pensacola, Hondo, USAFA Close
- "...models should be used as tools...the process should preclude decision makers from being driven slavishly to a mechanical conclusion. June 2, 1994, Mr. Lou Finch, Chairman JCSG for UPT

# Military Value Banding

- Simplified to High, Middle, Low

| High | Middle | Low |
|---|---|---|
| Columbus | Meridian | Reese |
| Lauglin | Whiting Field | |
| Randolph | | |
| Sheppard | | |
| Vance | | |
| Corpus Christi | | |
| Kingsville | | |
| Pensacola | | |
| Ft. Rucker | | |

- No Attempt to Integrate Military Values

# Revisit Configuration Model

- "Minimize Military Value" Runs
  - "Best": Kingville, Meridian, Pensacola, Reese, Hondo Close

# Meridian-Columbus
# Training Complex Considerations

- Only Joint Service Complex
- Only Complex With Two Jet Capable Bases
- Only Complex Where Target Range Shared
- Also Share Airspace and OLF
- Complexes Have Higher Military Value

# CONCLUSION

- ANY SINGLE STRIKE BASE CONFIGURATION FOR NATRACOM PUTS NAVY CARRIER AVIATION AND FORWARD DEPLOYED CONCEPT AT RISK.
- THE NAVY'S DETERMINATION TO CLOSE MERIDIAN SHOULD NOT DETER THE COMMISSION FROM PROVIDING NAS MERIDIAN WITH THE FRESH START REVIEW GUARANTEED BY THE ACT.
- THE COMMISSION SHOULD TEAR DOWN THE WALLS BETWEEN SERVICES AND LOOK AT BASE FUNCTIONAL VALUES ACROSS SERVICE LINES.
- AS THE AIR FORCE 95 BASE CLOSURE EXECUTIVE GROUP DETERMINED: "EVEN UNDER THE BEST OF CONDITIONS, WE RECOMMEND A CAPACITY BUFFER. FOR THE FORESEEABLE FUTURE, UPT WILL UNDERGO THE TURMOIL OF MULTIPLE BASE CLOSURES AND THE FIELDING OF NEW AIRCRAFT INCLUDING THE AIR FORCE T-1, THE NAVY T-45, AND BOTH AS THE NAVY (STRIKE) PTR: COLUMBUS, VANCE, SHEPARD, LAUGHLIN SERVICES' JPATS. A SUFFICIENT BUFFER IS CRITICAL."
- A SUFFICIENT BUFFER IS CRITICAL FOR STRIKE TRAINING.
- AIR FORCE RETAINED 4 STRIKE BASES TO PRODUCE ESSENTIALLY THE SAME.

# SUMMARY

- ANY SINGLE STRIKE BASE CONFIGURATION FOR NATRACOM PUTS NAVY CARRIER AVIATION AND FORWARD DEPLOYED CONCEPT AT RISK.
- THE NAVY'S DETERMINATION TO CLOSE MERIDIAN SHOULD NOT DETER THE COMMISSION FROM PROVIDING NAS MERIDIAN WITH THE FRESH START REVIEW GUARANTEED BY THE ACT.
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- AS THE AIR FORCE 95 BASE CLOSURE EXECUTIVE GROUP DETERMINED: "EVEN UNDER THE BEST OF CONDITIONS, WE RECOMMEND A CAPACITY BUFFER. FOR THE FORESEEABLE FUTURE, UPT WILL UNDERGO THE TURMOIL OF MULTIPLE BASE CLOSURES AND THE FIELDING OF NEW AIRCRAFT INCLUDING THE AIR FORCE T-1, THE NAVY T-45, AND BOTH AS THE NAVY (STRIKE) PTR: COLUMBUS, VANCE, SHEPARD, LAUGHLIN SERVICES' JPATS. A SUFFICIENT BUFFER IS CRITICAL."
- A SUFFICIENT BUFFER IS CRITICAL FOR STRIKE TRAINING.
- AIR FORCE RETAINED 4 STRIKE BASES TO PRODUCE ESSENTIALLY THE SAME.

# RECOMMENDATIONS

- PRESERVE FUTURE OF CARRIER AVIATION AND NEWEST NAVAL AIR TRAINING BASE.
- RETAIN 2 NAVY STRIKE, T-45 CAPABLE TRAINING BASES.
- OPERATE BOTH STRIKE BASES AT 75% TO 80% CAPACITY, THROUGH BRAC REDIRECTION IF NECESSARY.
- FULLY DEVELOP THE POTENTIAL OF THE MERIDIAN/COLUMBUS JOINT SERVICE COMPLEX.

# Document Separator

# PRESENTATION

# TO

# DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

# BY

# THE NAVY-MERIDIAN TEAM

# BIRMINGHAM, ALABAMA

# APRIL 4, 1995

# CONTENTS

GOVERNOR'S REMARKS

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APPENDIX

A - MILITARY VALUE MATRIX

B - KINGSVILLE OPS/PTR CALCULATIONS

C - BRAC-93 & -95 DATA CALLS ON FLIGHT OPS/PTR

D - KEN STORMS' ANALYSIS TO BRAC COMMISSION STAFF

E - CORPUS CHRISTI'S NOISE SURVEY

F - NTTC COBRA

G - NAVY BSAT CAPACITY FORMULA DATA

H - PRESENTERS

**REMARKS BY GOVERNOR KIRK FORDICE**
**DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**
**APRIL 4, 1995**
**BIRMINGHAM, ALABAMA**

CHAIRMAN DIXON, COMMISSIONERS, THANK YOU FOR PROVIDING THIS OPPORTUNITY TO SPEAK ON BEHALF OF MERIDIAN NAVAL AIR STATION AND THE STATE OF MISSISSIPPI.

THERE IS, OF COURSE, NO DOUBT THAT THE CLOSURE OF MERIDIAN'S BASE WILL HAVE A MAJOR NEGATIVE IMPACT ON OUR ECONOMY. THE MERIDIAN NAVAL AIR STATION IS THE LARGEST EMPLOYER IN MERIDIAN, A CITY OF ONLY 42,000. WAGES AT THE FACILITY ARE BETTER THAN THOSE IN THE MERIDIAN AREA OF RURAL EAST MISSISSIPPI. IT WILL BE EXTREMELY DIFFICULT TO REPLACE THESE JOBS WHICH REPRESENT 8% OF THE ECONOMIC AREA EMPLOYMENT.

AS MOST OF YOU KNOW, WE COMPETE DAILY TO BRING NEW JOBS TO OUR STATE. WE GO ALL OUT TO ATTRACT INDUSTRIES WITH THE NUMBER OF JOBS NAS MERIDIAN HAS ON BASE. TO THE EXTENT THAT ECONOMIC IMPACT INFLUENCES YOUR DIFFICULT DECISION, WE ASK THAT YOU CONSIDER OUR ECONOMIC SITUATION.

I HAVE ALSO BEEN ASKED TO PRESENT THE CASE REGARDING THE NAVAL TECHNICAL TRAINING CENTER LOCATED AT NAS MERIDIAN. YOU HAVE A SEPARATE CLOSURE RECOMMENDATION FOR NTTC.

THE NAVAL TECHNICAL TRAINING CENTER IS ONE OF THE MOST MODERN TRAINING FACILITIES IN THE NAVY. THE TRAINING ENVIRONMENT IS MORE

LIKE A COLLEGE CAMPUS THAN A MILITARY BASE. NTTC IS LISTED AS A SEPARATE CLOSURE RECOMMENDATION. YET, IT WAS NOT CONSIDERED ON A STAND ALONE BASIS.

NAVY BASE STRUCTURE AND ANALYSIS TEAM MINUTES SHOW TRAINING CENTERS WERE RATED AND ANALYZED. NTTC WAS NOT RECOMMENDED FOR CLOSURE BY ANY OF THESE. IN FACT, THE ANALYSIS SHOWED OTHER TRAINING CENTERS COULD BE CLOSED. NTTC WAS TARGETED SOLELY BECAUSE THE AIRFIELD WAS RECOMMENDED FOR CLOSURE. NO ANALYSIS WAS DONE BY THE NAVY TO SEE IF NTTC COULD BE AS COST EFFECTIVE AS AN INDEPENDENT FACILITY.

OUR ANALYSIS OF COBRA DATA INDICATES IT WOULD BE MORE COST EFFECTIVE TO KEEP THE NTTC AT NAS MERIDIAN ON A STAND ALONE BASIS THAN TO SPEND MILLIONS OF DOLLARS TO STAND UP SIMILAR FACILITIES AT TWO SEPARATE LOCATIONS. MAINTAINING NTTC RESULTS IN NET PRESENT VALUE SAVINGS OF $16.5 MILLION AND A REDUCTION IN UP FRONT, ONE-TIME COSTS OF $37.5 MILLION. THE DETAILS OF THIS ANALYSIS IS IN YOUR BRIEFING PACKETS. (SEE APPENDIX E)

SINCE THE NAVY DID NOT GIVE NTTC FAIR, INDEPENDENT CONSIDERATION, WE URGE YOU TO DO SO. IT ONLY SEEMS REASONABLE THAT THIS FACILITY SHOULD BE EVALUATED ON ITS OWN MERITS, PARTICULARLY WHEN THE COST DATA SHOWS IT CAN STAND ALONE.

THIS IS NOT TO SAY WE AGREE THE AIRFIELD SHOULD CLOSE. IN FACT, WE HAVE A STRONG FACTUAL CASE THAT IT SHOULD REMAIN OPEN. YOU'LL HEAR THOSE FACTS IN A MOMENT. JUST LET ME PAINT A QUICK PICTURE OF NAS

MERIDIAN. IT IS THE NEWEST TRAINING BASE, BUILT IN THE EARLY 1960'S. IT IS THE ONLY TRAINING AIR STATION BUILT AS A JET BASE. ITS PARALLEL, OFFSET RUNWAYS PROVIDE MAXIMUM SAFETY AND EFFICIENCY AND IS THE SAME DESIGN AS NAS LEMOORE AND MOST MODERN COMMERCIAL AIRPORTS. ITS ADMINISTRATION AND HOUSING AREAS ARE OUTSIDE THE AICUZ, OR NOISE AND ACCIDENT ZONES. IT IS IN A RURAL, UNENCROACHED SETTING. ITS RECREATIONAL FACILITIES ARE OUTSTANDING. IT GETS THE HIGHEST QUALITY OF LIFE RATINGS AMONG THE TRAINING AIR STATIONS.

NAS MERIDIAN IS NOT JUST ANOTHER W.W. II TRAINING BASE, IT IS ONE OF THE FINEST INSTALLATIONS IN THE MILITARY.

AS A FINAL COMMENT, I WANT TO MENTION MISSISSIPPI'S UNIQUE AIR TRAINING COMPLEX. THE NAVY HIGHLIGHTS ITS WEST FLORIDA AND SOUTH TEXAS COMPLEXES, BUT OVERLOOKS MISSISSIPPI. WHY? BECAUSE ONLY PART OF THE COMPLEX IS OWNED BY THE NAVY. THE AIR FORCE OWNS THE OTHER PART.

THE MISSISSIPPI COMPLEX OF NAS MERIDIAN AND COLUMBUS AIR FORCE BASE HAS THE LARGEST AMOUNT OF OVERLAND AIRSPACE--THE REALLY VALUABLE KIND FOR STUDENT TRAINING. IT IS THE ONLY COMPLEX WITH TWO JET CAPABLE, PARALLEL RUNWAY HOMEFIELDS, TWO JET CAPABLE OUTLYING FIELDS, A SHARED TARGET, AND SHARED AIRSPACE.

AS THE MILITARY SCALES BACK, CROSS SERVICE BENEFITS AND EFFICIENCIES MUST BE CONSIDERED. IT IS CLEAR FROM REVIEWING THE JOINT CROSS SERVICE STUDY GROUP FOR UNDERGRADUATE PILOT TRAINING

MINUTES, THAT REAL CROSS SERVICE OPPORTUNITIES GOT LITTLE CONSIDERATION.

THE MISSISSIPPI COMPLEX HAS A LOT GOING FOR IT. I HOPE YOU WILL CONSIDER IT.

THANK YOU FOR THIS OPPORTUNITY TO SUPPORT NTTC AND NAS MERIDIAN. THE STATE OF MISSISSIPPI SUPPORTS THE NAVY MERIDIAN TEAM AND THE EFFORT THEY ARE MAKING TO PROVIDE YOU USEFUL, RELIABLE INFORMATION.

I AM CONFIDENT THAT OUR NAVY MERIDIAN TEAM WILL PRESENT THE FACTS THAT WILL PROVE YOU NEED MERIDIAN TO MEET THE PILOT REQUIREMENTS FOR THE FUTURE. NOW I WOULD LIKE TO INTRODUCE BILL CRAWFORD, THE VOLUNTEER NAVY MERIDIAN TEAM LEADER WHO WILL MAKE THE REMAINDER OF OUR PRESENTATION.

# Document Separator

NAVY MERIDIAN TEAM
BRIEFING
BIRMINGHAN REGIONAL HEARING
APRIL 4, 1995

Chairman Dixon, Commissioners, this is the third time the Navy Meridian Team has had the opportunity to address the Defense Base Closure and Realignment Commission. It has become sort of a biennial celebration for us.

We appreciate this Commission and this process. It is difficult and consuming, but we have found it fair and reliable. Thank you for this opportunity to present our case.

Let me introduce the team behind me who will help answer your questions.

Vice Admiral Robert F. Dunn, retired, former Deputy CNO (Air Warfare);

Rear Admiral William McGowen, retired, immediate past Chief of Naval Air Training (CNATRA);

Captain Randy Leddy, retired, former Assistant Chief of Staff for Training and Operations at CNATRA;

and former NAS Meridian officers: Captain Ken Storms, retired, former Commander of Training Air Wing One; and

Lt. Commander Jack Douglass, retired, former Wing Operations Officer.

# Navy Meridian --- Better for America

- **NAS Meridian Required to Meet Force Structure.**
- **Sustainable Capacity Requires Two Strike Bases.**
- **Major Errors Corrupt Navy Capacity Estimate.**
- **NAS Meridian: Excellent Functional and Military Values.**
- **"Mississippi Complex": Unique Cross Service Opportunity.**
- **NTTC Meridian Stands Alone.**

Figure 1.

Joint Cross Service Study Group for Undergraduate Pilot Training

## Cumulative Functional Value Rankings

| | FltScm | Primary | LtTnker | MarinE2 | BombFlt | StkAvE2 | PanelNav | PrinNFO | WSOStrk | UPTHelo | Total Score |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Pensacola | 6.1 | 6.4 | 7.8 | 7.5 | 7.8 | 7.6 | 7.6 | 6.4 | 7.6 | 6.5 | 71.3 |
| Kingsville | 6.7 | 7.0 | 7.7 | 7.6 | 7.3 | 7.3 | 7.2 | 7.0 | 7.4 | | 65.2 |
| Meridian | 6.5 | 6.8 | 6.6 | 6.6 | 6.8 | 6.3 | 7.0 | 6.8 | 6.5 | | 59.9 |
| Columbus | 6.6 | 6.8 | 6.3 | 6.7 | 6.4 | 6.0 | 7.6 | 6.9 | 6.6 | | 59.9 |
| Randolph | 5.7 | 6.7 | 6.5 | 6.4 | 6.8 | 6.0 | 6.9 | 7.1 | 6.1 | | 58.2 |
| Corpus | 6.4 | 6.7 | 6.5 | 7.5 | | 6.2 | 5.9 | 6.7 | 6.9 | | 52.8 |
| Vance | 6.6 | 6.8 | 6.7 | 6.8 | 5.5 | 5.3 | 7.5 | 6.8 | | | 52.0 |
| Sheppard | 6.2 | 6.3 | 6.5 | 6.5 | 6.3 | 6.2 | 7.7 | 6.2 | | | 51.9 |
| Laughlin | 6.8 | 7.0 | 5.8 | 6.5 | 5.5 | 5.4 | 6.8 | 7.1 | | | 50.9 |
| Reese | 6.2 | 6.0 | 5.9 | 5.9 | 5.6 | 5.7 | 7.2 | 6.2 | | | 48.7 |
| Whiting | 6.6 | 6.6 | | 7.4 | | | | 6.4 | 7.0 | 7.2 | 41.2 |
| Rucker | 6.9 | | | | | | | | 6.7 | 8.9 | 22.5 |
| Hondo | 5.4 | | | | | | | | | | 5.4 |
| USAFA | 3.9 | | | | | | | | | | 3.9 |

Figure 2.

Our case, today, will show you (Figure 1):

NTTC Meridian Stands Alone.

"Mississippi Complex": Unique Cross Service Opportunity.

NAS Meridian: Excellent Functional and Military Values.

Major Errors Corrupt Navy Capacity Estimate.

Sustainable Capacity Requires Two Strike Bases

NAS Meridian Required to Meet Force Structure

Governor Fordice has already made our case on NTTC, so let's check it off

(Check #1 CHART A).

A major benefit of the "Mississippi complex", as the Governor noted, is its joint use of assets. Proximity allows these bases to shift capacity from one to the other at need.

The functional value analysis of 11 Air Force, Navy and Army training air stations, developed by the DOD's Joint UPT Study Group, ranks Meridian among the top four bases cumulatively. (Figure 2)

Yet, the Defense Department, apparently, has not considered, and fails to appreciate the joint training potential of the Mississippi complex, especially the role played by Meridian.

The Navy has recommended a joint scenario (and our analysis has identified others) that better utilizes bases, reduces excess

# Training Airspace Analysis

Data extracted from Data Call #2 which requested:

"For each type of undergraduate pilot training and aircraft required for that training, give the type of airspace in which each stage of training is conducted, give other types of airspace (if any) in which the training could be conducted"

| | Land | | Water | |
|---|---|---|---|---|
| | Required | Preferred | Required | Preferred |
| NFO Pri | 30 | 0 | 0 | 0 |
| NFO Int | 8 | 0 | 0 | 0 |
| NFO TCC | 12 | 0 | 0 | 0 |
| NFO RIO | 8 | 0 | 0 | 17 |
| NFO OJN | 14 | 0 | 3 | 0 |
| NFO WSO | 17 | 0 | 0 | 4 |
| NFO ATN | 17 | 0 | 0 | 0 |
| Primary | 38 | 0 | 0 | 0 |
| Mari Int | 15 | 0 | 0 | 0 |
| Mari Adv | 22 | 31 | 1 | 0 |
| Helo Int | 30 | 0 | 0 | 0 |
| Helo Adv | 68 | 0 | 2 | 0 |
| Strike Int | 47 | 49 | 0 | 0 |
| Strike Adv | 52 | 33 | 1 | 0 |
| Strike T-45 | 64 | 67 | 1 | 0 |
| E2/C2 Int | 13 | 14 | 0 | 0 |
| E2/C2 Adv | 63 | 0 | 1 | 0 |
| **Totals** | **518** | **194** | **9** | **21** |
| | **69.8%** | **26.1%** | **1.2%** | **2.8%** |

**96.0%** **4.0%**

Land Required -- All Airspace shown over land.
Land Preferred -- Airspace used is overland but can be done over water.
Water Required --- All airspace shown over water.
Water Preferred -- Airspace used is over water but can be done over land.

Figure 3.

capacity, and saves dollars. The DOD's Joint Study Group chose not to pursue such alternatives.

Is the nation going to move strongly in the joint arena or not? If so, this Commission will have to take the lead.

If not, then we agree with Chairman Dixon and the Secretary of Defense that joint training must be revisited before the end of the century.

In either case, the useful evidence from the joint arena is perfectly clear -- NAS Meridian and the Mississippi complex would be, and should be, strong contenders.

(Check off #2 Figure 1).

Mixed signals are being sent about Meridian's military value.

As noted, the DOD's Joint Study Group gives the base high functional military value. The Secretary of the Navy and CNO testified that Meridian, looked at from a joint service perspective, has high value and should remain open.

On the other hand, the Navy's Base Structure and Analysis Team (BSAT) has seriously underestimated Meridian's Military Value.

Take the overwater airspace issue, a repeat from 1993. Certified data shows over water airspace required or preferred for 4% of pilot training (96% for over land). Yet, the Navy's military value matrix weights it at 40% of airspace values, 10 times its actual usage. (Figure 3)

Here's another example. The Base Structure Evaluation Committee questioned how Meridian could perform all levels of maritime aviation training with their inland location, saying "If carrier qualifications were conducted in the Gulf of Mexico, all

# Corrections to Military Value Matrix

| | Corpus Christi | Kingsville | Meridian | Pensacola | Whiting |
|---|---|---|---|---|---|
| **Navy BRAC** | 74.09 | 75.65 | 71.07 | 75.04 | 68.97 |
| **Meridian Error Corrections** | | | | | |
| Deployments | | | 1.63 | | |
| OtherSquadronTraining | | | 0.17 | | |
| Support Navy Forces | | | 0.28 | | |
| Reserve Squadrons | | | 0.04 | | |
| Amy Tenant Activities | | | 0.28 | | |
| **Subtotal** | 74.09 | 75.65 | 73.47 | 75.04 | 68.97 |
| **Corection to Other Bases** | | | | | |
| No OLF AICUZ | | -0.86 | | | -0.86 |
| Weather Cancellations | -0.76 | | | | |
| All Needed Simulators | | -1.16 | | | |
| Carier Operation Areas | -0.74 | | | -0.74 | -0.74 |
| **Subtotal** | 72.59 | 73.63 | 73.47 | 74.30 | 67.37 |
| **Other Corrections** | | | | | |
| Maritime Training | | | 1.65 | | 1.65 |
| OLF Maritime | | | 1.18 | | |
| **Total** | 72.59 | 73.63 | 76.30 | 74.30 | 69.02 |

**Note:** Properly weighted Over Water Airspace would cause a 3.28 reduction in each base's score except Meridian

Figure 4.

stations other than Meridian could perform all maritime training," (BSAT minutes Sept, 19, 1994. See Appendix A).

Well, Meridian can conduct carrier landings to the Gulf, but it's a moot point. There is no training carrier. All carrier landings are done on active carriers off the East and West Coasts.

Yes, the Navy and the sea are intrinsically linked. But, as fact after fact shows, the Gulf of Mexico and undergraduate pilot training are not. DOD's Joint Study Group recognized this reality. But the BSAT consistently undervalues Meridian because of its inland location, when its rural, unencroached location is actually an advantage.

We have presented data to staff regarding these and other problems with the Military Value scores.

Military value drives both Navy and Joint configuration models. These models are geared to choose lower ranked bases for closure. With a proper Military Value, Meridian could not have fallen out as a closure recommendation.

When only obvious corrections are made, Meridian is the top rated Naval Air Training Station, as the Navy's newest, most modern base ought to be. (See Figure 4)

(Check #3, Figure 1).

In 1993, the Navy wanted to put strike training at Kingsville and Pensacola. Lack of adequate operating CAPACITY caused the Commission to find a "substantial deviation" and vote unanimously to keep Meridian open.

Lack of CAPACITY is still the real issue in 1995.

# 1993 Pilot Training Rate Capacity

| | Days | X | Hours | X | Weather Corrected Ops/Hr | = | Daytime Ops Available | Daytime Ops Availability / Daytime Ops/PTR | = | PTR |
|---|---|---|---|---|---|---|---|---|---|---|
| **Kingsville** | | | | | | | | | | |
| Homefield | 237 | X | 13 | X | 88.0 | = | 271,128 | 396,264 | = | 210 |
| OLF Alice O.G. | 237 | X | 10 | X | 52.8 | = | 125,136 | 1,887 | | |
| | | | | | | | 396,264 | | | |
| **Meridian** | | | | | | | | | | |
| Homefield | 237 | X | 13 | X | 82.0 | = | 252,642 | 369,246 | = | 195 |
| OLF Joe Williams | 237 | X | 10 | X | 49.2 | = | 116,604 | 1,887 | | |
| | | | | | | Total | 369,246 | | | |

Figure 5.

The Navy's new closure proposal is different. It single sites strike training at Kingsville with Corpus Christi realigned as an outlying field.

There are two other changes since 1993 that affect capacity. New T-45 jet trainers are in use. As T-45s come on-line, the buy is just one a month, both the T-2 and TA-4 jet trainers will be retired. Strike training is scheduled to completely transition to T-45s no earlier than 2003. So it will be almost a decade before promised T-45 efficiencies will be realized.

Advanced early warning and carrier delivery aircraft training, E2/C2, will move to the T-45 since it will be the only carrier capable trainer. The DOD's Joint Study Group consolidated strike and E2/C2 pilot training rate (PTR) for outlying years. The Navy is planning for the change, but did not consolidate requirements.

PTR requirements themselves are another change. Force structure reductions caused strike PTR to decrease from 384 to 336. When you consolidate advanced E2/C2, you get a net PTR of 355, a decline of just 7.5%.

Let's look at capacity (Figure 5). Capacity is limited by daytime runway operations -- the number of aircraft each airfield launch and recover per hour, each day.

The capacity formula takes working days, hours per day, and a weather corrected operations per hour figure to get daytime operations available. You use the daytime operations it takes to produce a student pilot, or ops per PTR, to get the annual pilot training rate, or PTR capacity.

In 1993, the Commission relied on staff to validate the figures resulting from this formula. It is doubtful that any figures have been scrubbed as thoroughly as the strike training capacity figures for 1993.

## 1989 - 1991 Operations, PTR & Ops/PTR

| | | 1989 | 1990 | 1991 | 3-Year Average |
|---|---|---|---|---|---|
| Kingsville | Annual Ops | 513,393 | 373,450 | 379,552 | |
| | PTR | 157 | 170 | 140 | |
| | Ops/PTR | 3,270 | 2,197 | 2,711 | 2726 |
| Meridian | Annual Ops | 267,198 | 263,990 | 231,468 | |
| | PTR | 139 | 122 | 121 | |
| | Ops/PTR | 1,922 | 2,164 | 1,913 | 2000 |
| Chase | Annual Ops | 366,864 | 274,017 | 230,107 | |
| | PTR | 158 | 165 | 140 | |
| | Ops/PTR | 2,322 | 1,661 | 1,644 | 1875 |

**Overall Average** **2210**

**Night Ops** **323** **Day Ops** **1887**

Figure 6.

## Historic Aifield Operations Capacity Analysis (Vietnam War Era)

Kingsville

| Year | Homefield | OLF Alice O.G. | Total | Peacetime PTR |
|---|---|---|---|---|
| **1968** | **369,844** | **181,319** | **551,163** | 208 |
| 1969 | 272,610 | 132,339 | 404,949 | |

Meridian

| Year | McCain | OLF Bravo | Total | Peacetime PTR |
|---|---|---|---|---|
| 1968 | 350,658 | 73,122 | 423,780 | |
| **1969** | **353,336** | **164,700** | **518,036** | 193 |

Figure 7.

Here's what they looked like. Note the different hours per day and ops per hour between homefields and outlying fields.

This 1887 ops per PTR number is the critical figure in these calculations. So, let's look at where it came from.

The Naval Air Training Command collected actual flight operations and student PTR for Kingsville, Meridian and Chase field from 1989 through 1991. These were averaged to get 2210. (Figure 6).

Using actual experience, 2210 was separated into day and night figures. 1887 is the daytime figure.

As you see, these figures were based on real performance. Notice also that Kingsville's averages are high. In other words, it takes Kingsville more operations to produce a pilot than average.

Using the performance based 1887 figure, PTR capacity for Kingsville was 210, for Meridian 195.

This capacity was further validated. During the Vietnam War, bases operated at full capacity, flying 18 to 24 hours per day, six to seven days a week. In 1993, Meridian's Wing Commander took the top wartime operations for each base, scaled them to peacetime, and calculated PTR rates of 208 for Kingsville and 193 for Meridian -- right on top of the formula figures of 210 and 195. (Figure 7)

To recap, the 1993 capacity figures were calculated using real performance numbers, then validated by Vietnam War maximum output figures.

Now, it's time for the 1995 figures. (See Appendix G)

## 1995 Corpus Christi Pilot Training Rate Capacity

| | Days | X | Hours | X | Weather Corrected Ops/Hr | = | Daytime Ops Available | Daytime Ops Availability / Daytime Ops/PTR | = | PTR |
|---|---|---|---|---|---|---|---|---|---|---|
| Navy Capacity | 237 | X | 12.1 | X | 80 | = | 229,416 | | | |
| Correct Capacity | 237 | X | 10.1 | X | 54 | = | 129,260 | | | |

Figure 8.

Daytime runway ops pretty well match the 1993 figures for Kingsville and OLF Alice Orange Grove. It was in calculating a jet OLF capacity for Corpus Christi that the first major error occurred.

Can you even do intensive jet training at Corpus Christi? Flying student jets over a major metropolitan area increases noise and safety hazards, particularly at night. The closure plan calls for intensive field carrier landing practice at night in Corpus Christi. No jet AICUZ (Air Installation Compatible Use Zone) study has been done, so the Navy doesn't know if Corpus can serve as a jet OLF or not.

Then there are environmental problems. Corpus Christi has one jet runway. Its crosswind runways are to be extended to 6000 feet. However, there are wetlands issues to address. Until an Environmental Impact Statement is prepared, the Navy doesn't know if required runway extensions can occur or not.

We suspect AICUZ, environmental, and operational problems (FOD, air traffic, etc.) are likely to make Corpus Christi unsuitable as a jet OLF. Without Corpus Christi, the single site closure scenario falls on its face.

But, even with Corpus Christi, the scenario doesn't work. So, if it is a viable jet OLF, what is its capacity?

The BSAT gave it a homefield capacity for maritime and primary training (Figure 8). Its short parallel runway can handle T-44 and T-34 trainers. It cannot handle jets. When changing Corpus Christi to a jet OLF, the BSAT failed to change its capacity. At best it would be equivalent to OLF Alice Orange Grove. In fact, it is less.

Alice Orange Grove is a dedicated jet OLF. Corpus Christi will be joint use with Coast Guard, Customs Service, and CCAD C5 flights. A 1991 Aircraft Noise Survey (by Harris Miller Miller & Hanson Inc. See Appendix E) showed non-training average daily ops totaled 108, over 90% daytime. This kind of flight activity

## 1995 Pilot Training Rate Capacity

| | Days | X | Hours | X | Weather Corrected Ops/Hr | = | Daytime Ops Available | Daytime Ops Available / Daytime Ops/PTR | = PTR |
|---|---|---|---|---|---|---|---|---|---|
| **Kingsville** | | | | | | | | | |
| Homefield | 237 | X | 12.1 | X | 80 | = | 229,416 | | |
| OLF Alice O.G. | 237 | X | 11.6 | X | 54 | = | 148,457 | 507,133 / ??? | = ??? |
| **Corpus Christi** | | | | | | | ↓ | | |
| | 237 | X | 10.1 | X | 54 | = | 129,260 | | |
| | | | | | | | 507,133 | | |
| Daytime Ops/PTR | | | | | Navy Figure | | 1511 | 507,133 / 1822 | = 278 |
| | | | | | CORRECT Figure | | 1822 | | |

Figure 9.

# T-45 Capacity Estimate

- **List Required Student Flights**
- **Estimate Ops Per Flight**
  - *** Sum of Ops x Flights = Student Ops per PTR**
- **Add Overhead**
  - *** <u>Result is Total Ops per PTR</u>**
- **Divide into Day and Night Ops per PTR**

**? Subtract Detachment Ops ?**

reduces daytime availability by at least two hours, and that's the figure we used. Increased drug interdiction, Coast Guard rescue, or border patrol efforts will reduce it more. Introduction of mine warfare helicopters, including the MH53E, the world's largest, can only worsen the problem.

The difference between what the BSAT used and a realistic jet OLF capacity is significant. 129,260 daytime operations is the correct figure. When added to Kingsville and Alice Orange Grove, the correct total available operations figure is 507,133. (Figure 9)

Now that we have operations available, how do we get the ops per PTR figure? This is the other key to the 1995 capacity issue.

Remember, we have confidence in the 1887 figure from 1993. But, now, the BSAT says 1511 is a good figure. Why is there such a difference?

The simple answer is two additional major errors and one ill considered decision. Let me explain.

Data for the T-45 is still being developed and no statistically sound data base exists. So, unlike 1993's performance based figures, 1995s figures are estimates.(Figure 10)

To determine the 1995 figures, required student flights were listed. Then, ops per flight were estimated. That gets you total student operations. Here, the first major error occurred. The analyst failed to count all student ops. (CNATRA has provided us documentation confirming this error. See Appendix B)

Total student ops is an incomplete estimate. Overhead must be added. Overhead consists of extra flights due to unsatisfactory performance, maintenance flights, etc. Overhead figures come from CNATRA planning factors. These are annual, CNO approved

estimates. The approved overhead factor for the T-45 was 51.4% . Kingsville used 35%, the second major error. (See Appendix B)

The two major errors you have seen were compounded by an ill considered decision that corrupts the formula.

Ops per PTR is a key figure in the formula. The rule for ops per PTR was set in 1993: "Since training air stations are not set up to deploy squadrons for training, it is important to be able to do all training at or near the air station."

1993 and the original 1995 data calls obeyed this provision.

With no mention in its minutes, BSAT changed the rule in August 1994. Its revised data call stated: "Do not include flight ops required by the syllabus but conducted at other sites." (See Appendix C)

The revision corrupts the formula and double counts capacity. By eliminating potential deployment ops, a base can increase its capacity to any number. But, where are the aircraft, instructors and maintenance team to sustain the homefield operations? They are gone.

Kingsville eliminated 110 deployment ops, including 100% of its weapons ops, effectively eliminating the need for its own target range (See Appendix B, page 2). Yet, "Control of an air-to-ground training range is important" for strike training (BSAT minutes August 16, 1994).

CNATRA closed the permanent weapons detachment at El Centro, California in 1992. Will El Centro be reopened for Kingsville? At what cost? There's nothing in the COBRA to pay for it.

In 1993, bases weren't set up to deploy. Are they set up to do so now?

Answers to these questions are not in the COBRA, BSAT minutes, or certified data. It's clear this decision was ill considered. It certainly has the appearance of an attempt to manipulate the formula.

Taking these errors into account, the 1511 figure corrects to 1822. A reality check supports these corrections.

1822 is clearly more in line with the 1887 ops per PTR figure based on real performance, scrubbed by staff, and validated by Vietnam War data.

Now, let's go to the bottom line. The PTR capacity estimate for the Kingsville/Corpus Christi scenario is 278 -- far below the 336 strike PTR and the 355 strike -E2/C2 PTR requirements.

The capacity simply is not available to single site strike training -- this constitutes a substantial deviation from Base Closure Criteria One.

Mr. Chairman, Commissioners, we are once again dependent upon this Commission and your staff to scrub the numbers. When you do, you will find, just as the 1993 Commission did, that the Navy Meridian Team has been rigorous in its analysis and is on target. You will also find that the BSAT has once again allowed significant errors into certified data that became critical errors in key calculations.

(Check #4 Figure 1)

Mr. Chairman, Commissioners, we want to lay this capacity issue to rest once and for all. So let us show you the reality of the Navy's single site scenario.

## 1995 Pilot Training Rate Capacity

**Using Navy's Figure**

| | Days | X | Hours | X | Weather Corrected Ops/Hr | = | Daytime Ops Available | Daytime Ops Available / Daytime Ops/PTR | = | PTR |
|---|---|---|---|---|---|---|---|---|---|---|
| **Kingsville** | | | | | | | | | | |
| Homefield | 237 | X | 12.1 | X | 80 | = | 229,416 | | | |
| OLF Alice O.G. | 237 | X | 11.6 | X | 54 | = | 148,457 | 507,133 / 1511 | = | 336 |
| **Corpus Christi** | 237 | X | 10.1 | X | 54 | = | 129,260 | | | |
| | | | | | | | 507,133 | | | |

Figure 11

Training air stations are "a good place to retain some excess capacity because the number of pilots DoN will need fluctuates depending on factors outside its control."

*Admiral Mike Boorda, CNO*
*BSAT minutes, Jan 13 1995*

Figure 12

We ran the runway capacity numbers using the Navy's figures and got a PTR capacity of 336. (Figure 11). That's exactly equal to future strike PTR, but not enough to cover the 355 strike-E2/C2 requirement. In other words, using the Navy's own figures, Kingsville, Alice Orange Grove, and Corpus Christi would have to operate at 100% or more of estimated capacity.

There would be no room for any PTR bumps. The Navy has projected PTR flat from 1997 through 2001, but actual PTR is never flat.

You can take the CNO's word for that. Admiral Mike Boorda (BSAT minutes of Jan. 13, 1995), said: training air stations are "a good place to retain some excess capacity because the number of pilots DON will need fluctuates depending on factors outside its control." (Figure 12)

But there is no excess capacity at all in the Navy's single site scenario.

Then there's the difference between formula and real capacity. Is a formula generated runway capacity estimate a sustainable capacity? Can you continuously operate a training base at 100% of formula capacity?

Here's an analogy. The estimated RPM capacity of most car engines is 6000 revolutions per minute. You could try to run your car at that rate all day, everyday. But would you? Should you? Would you count on it?

You can use a formula to estimate runway capacity for a strike training base. And you could try to run it at 100% capacity all day, everyday. But would you? Should you? Would you count on it?

We asked the experienced aviators sitting behind me what it would be like to operate at 100% of capacity: 22 aircraft takeoff every

hour, one every 2.7 minutes, from the launch runway; six jets are in the landing pattern at the homefield arrival runway, four in the pattern at each OLF, all day long, all week long, all year long. (See Appendix D)

That's an op tempo similar to O'Hare, Atlanta Hartsfield, and Los Angeles International. Can a training base sustain this level? Should you put inexperienced student pilots in this environment?

We asked these questions of our experienced aviators. And the emphatic answer was no. You can't run a training base safely at 100% of formula capacity. There are too many variables for this to happen.

The first variable is the students themselves. They are students, not experienced naval aviators.

The second is your assets. Will you have the right number of instructors, aircraft, and students all the time? Experience says no. Aircraft will go down, student flow is uneven. Instructor shortfalls are frequent and the ability to increase instructors under training is non-existent. Can you maintain your aircraft safely to fly at max ops for max hours everyday in a peacetime environment? Will the Navy pay for the extra maintenance support to do so? Experience says no.

The third variable is contingencies. For example, Corpus Christi and Kingsville have both been impacted by hurricanes. Can you afford to put all your eggs in one basket with no capacity buffer? Experience, again, says no. Homestead AFB certainly suggests no.

Our experienced aviators, after reviewing the variables and constraints not included in the runway capacity formula, say sustainable capacity is at best 85% of formula capacity.

## 1995 Pilot Training Rate Capacity
## Sustainable PTR Capacity

| | Days | X | Hours | X | Weather Corrected Ops/Hr | X | Sustainable Capacity factor | = | Daytime Ops Available | Daytime Ops Available / Daytime Ops/PTR | = | PTR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Kingsville** | | | | | | | | | | | | |
| Homefield | 237 | X | 12.1 | X | 80 | | 0.85 | = | 195,004 | 642,484 / 1822 | = | 353 |
| OLF Alice O.G. | 237 | X | 11.6 | X | 54 | | 0.85 | = | 126,188 | | | |
| **Meridian** | | | | | | | | | | | | |
| Homefield | 237 | X | 12.1 | X | 81 | | 0.85 | = | 197,441 | | | |
| OLF Joe Williams | 237 | X | 11.6 | X | 53 | | 0.85 | = | 123,851 | | | |
| | | | | | | | | | 642,484 | | | |

Figure 13

"Even under the best of conditions . . . a sufficient buffer is critical."

*Air Force Base Closure Executive Group*
*Minutes, December 1 1994*

Figure 14

There is only one strike training scenario that allows bases to be loaded at sustainable capacity -- Meridian and Kingsville. Their sustainable capacity is 353 PTR, right on the 355 strike/E2/C2 PTR requirement (Figure 13). This scenario allows for student inexperience, for asset problems, for contingencies. It provides the modest excess capacity sought by Admiral Boorda.

The Air Force concurs with the CNO on this issue (Base Closure Executive Group minutes, Dec. 1, 1994):

"Even under the best of conditions, we recommend a capacity buffer. For the foreseeable future, UPT will undergo the turmoil of multiple base closures and the fielding of new aircraft including the Air Force T-1, the Navy T-45, and both services' JPATS. A. sufficient buffer is critical." (Figure 14)

"A sufficient buffer is critical."

The only strike training scenario that provides any capacity buffer, that loads bases at sustainable capacities, is the two strike base setup we have right now -- the one the 1993 Commission voted to keep -- NAS Meridian and NAS Kingsville.

Mr. Chairman, Commissioners, facts, experience and common sense tell you Naval Air Station Meridian is needed -- no it's essential -- for the Navy is to achieve its required mission under the Force Structure Plan of the United States.

(Check # 5 and #6 CHART A)

Mr. Chairman, I have a very brief closing statement to make after the Q&A period.

Thank you.

# Document Separator

# APPENDIX A

# MILITARY VALUE MATRIX

# TRAINING AIR STATIONS

| Que Seq | QUESTIL | M.V. Criteria/Weights R 50 | F 20 | M 10 | C 20 | MV SCORE | MV WEIGHT | MV WEIGHT | RESPONSES COL | KINGS | MERI | PENS | WHITI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FLIGHT TRAINING AREAS/AIRSPACE | | | | | | | | | | | | |
| A1 | Are there warning areas within 100 nm. of the air station? | 1 | 1 | 1 | 1 | 8 | 1.87 | | 1 | 1 | 0 | 1 | 1 |
| A2 | -Is this airspace managed, scheduled or controlled by DoD? | 1 | 1 | 1 | 0 | 7 | 1.16 | | 1 | 1 | 0 | 1 | 1 |
| A3 | -Is the flying time to and from this airspace <30 minutes? | 1 | 1 | 0 | 1 | 6 | 1.23 | | 1 | 1 | 0 | 1 | 1 |
| A4 | -Is this airspace under radar and/or communications coverage control? | 1 | 1 | 1 | 0 | 4 | 0.66 | | 1 | 1 | 0 | 1 | 1 |
| A5 | Are there Military Operating Areas (MOA)/Alert areas within 100 nm. of the air station? | 1 | 1 | 1 | 1 | 10 | 2.33 | | 1 | 1 | 1 | 1 | 1 |
| A6 | -Is this airspace managed, scheduled or controlled by DoD? | 1 | 1 | 1 | 0 | 7 | 1.16 | | 1 | 1 | 1 | 1 | 1 |
| A7 | -Is the flying time to and from this airspace <30 minutes? | 1 | 1 | 0 | 1 | 6 | 1.23 | | 1 | 1 | 1 | 1 | 1 |
| A8 | -Is this airspace under radar and/or communications coverage control? | 1 | 1 | 1 | 0 | 4 | 0.66 | | 1 | 1 | 1 | 1 | 1 |
| 1 A9 | Is there restricted airspace within 100 nm. of the air station? | 1 | 1 | 1 | 1 | 8 | 1.87 | | 1 | 1 | 1 | 1 | 1 |
| 2 A10 | -Is this airspace managed, scheduled or controlled by DoD? | 1 | 1 | 1 | 0 | 7 | 1.16 | | 1 | 1 | 1 | 1 | 1 |
| 2 A11 | -Is the flying time to and from this airspace <30 minutes? | 1 | 1 | 0 | 1 | 6 | 1.23 | | 1 | 1 | 1 | 1 | 1 |
| 2 A12 | -Is this airspace under radar and/or communications coverage control? | 1 | 1 | 1 | 0 | 4 | 0.66 | | 1 | 1 | 1 | 1 | 1 |
| 1 A13 | Are there military training routes (MTRs) within 100 nm. of the air station? | 1 | 1 | 0 | 1 | 10 | 2.06 | | 1 | 1 | 1 | 1 | 1 |
| 2 A14 | -Is this airspace managed (i.e., scheduled or controlled) by DoD? | 1 | 1 | 0 | 0 | 7 | 0.96 | | 1 | 1 | 1 | 1 | 1 |
| 2 A15 | -Is the flying time to and from this airspace <30 minutes? | 1 | 1 | 0 | 1 | 6 | 1.23 | | 1 | 1 | 1 | 1 | 1 |
| 2 A16 | -Is this airspace under radar and/or communications coverage control? | 1 | 1 | 0 | 0 | 4 | 0.55 | | 1 | 1 | 1 | 1 | 1 |
| 1 A17 | Does your air station control an air to ground training range? | 1 | 1 | 1 | 1 | 10 | 2.33 | | 0 | 1 | 1 | 0 | 0 |
| 2 A18 | -Is this airspace managed, scheduled or controlled by DoD? | 1 | 1 | 1 | 0 | 7 | 1.16 | | 0 | 1 | 1 | 0 | 0 |
| 2 A19 | -Is the flying time to and from this airspace <30 minutes? | 1 | 1 | 0 | 1 | 6 | 1.23 | | 0 | 1 | 1 | 0 | 0 |
| 2 A20 | -Is this airspace under radar and/or communications coverage control? | 1 | 1 | 1 | 0 | 4 | 0.66 | | 0 | 1 | 1 | 0 | 0 |
| 1 A21 | Is there sufficient SUA/air space for special use within 50 nm. to support Advanced Strike Training? | 1 | 1 | 1 | 1 | 7 | 1.63 | | 1 | 1 | 1 | 1 | 1 |
| 1 A22 | Does current airspace configuration permit helicopter training? | 1 | 1 | 1 | 0 | 7 | 1.16 | | 1 | 1 | 1 | 1 | 1 |
| 1 A23 | Is overwater air space required for aviation training conducted at your air station? | 1 | 1 | 1 | 0 | 8 | 1.32 | | 1 | 1 | 1 | 1 | 1 |
| 1 A24 | Deployments/detachments to other air stations are not required to satisfy training shortfalls? | 1 | 1 | 1 | 1 | 7 | 1.63 | | 1 | 0 | 0 | 0 | 1 |
| 1 A25 | The current system of air traffic control (ATC) routes does not limit the amount of flights between the air station and the training airspace. | 1 | 1 | 1 | 0 | 9 | 1.49 | | 1 | 1 | 1 | 1 | 1 |
| 1 A26 | Does the air station normally operate without ATC delays? | 1 | 1 | 1 | 1 | 8 | 1.87 | | 1 | 1 | 1 | 1 | 1 |
| 1 A27 | Does the current airspace configuration allow for jet aircraft training? | 1 | 1 | 1 | 0 | 10 | 1.65 | | 1 | 1 | 1 | 1 | 1 |
| 3 A28 | Do squadrons/units from other installations come to this air station to train? | 1 | 1 | 1 | 0 | 1 | 0.17 | | 1 | 1 | 0 | 1 | 0 |
| 1 A29 | Is the training airspace free of encroachment by civil aviation infrastructure elements? | 1 | 0 | 1 | 0 | 8 | 0.98 | | 1 | 1 | 1 | 1 | 1 |
| 3 A30 | Are air station operations currently not affected by the major air traffic structures within 50 nm of each air to ground range, airspace or airfield? | 1 | 0 | 1 | 0 | 4 | 0.49 | | 1 | 1 | 1 | 1 | 1 |
| | ENCROACHMENT & EXPANSION | | | | | | | | | | | | |
| 1 B1 | Are air station flight operations presently unaffected by the major civilian air traffic structure in the region? | 1 | 0 | 1 | 0 | 8 | 0.98 | | 1 | 1 | 1 | 1 | 1 |
| 1 B2 | Is it projected that flight operations will remain unaffected by the major civilian air traffic structure in the region in the future? | 1 | 0 | 1 | 0 | 7 | 0.86 | | 1 | 1 | 1 | 1 | 1 |
| 1 B3 | Is Air Station in an "attainment" or "maintenance" air quality control area for CO, Ozone, or PM-10? | 1 | 0 | 1 | 0 | 10 | 1.23 | | 1 | 1 | 1 | 1 | 1 |
| 1 B4 | Air station has no environmental issues that restrict operations or development plans? | 1 | 0 | 1 | 0 | 8 | 0.98 | | 1 | 1 | 1 | 1 | 1 |
| 1 B5 | Air station low level training routes have not been modified within the last 3 years to accomodate noise complaints and construction? | 1 | 0 | 1 | 0 | 7 | 0.86 | | 1 | 0 | 1 | 0 | 1 |
| 1 B6 | Is the existing AICUZ study encoded in local zoning ordnances? | 1 | 0 | 1 | 0 | 7 | 0.86 | | 1 | 1 | 1 | 0 | 1 |
| 1 B7 | Is the air stations present or future mission unaffected by current estimates of population growth and area development? | 1 | 0 | 1 | 0 | 7 | 0.86 | | 1 | 1 | 1 | 1 | 1 |
| 1 B8 | There are no land and/or air encroachment issues which endanger long-term availability of any training area? | 1 | 0 | 1 | 0 | 7 | 0.86 | | 0 | 1 | 1 | 1 | 1 |
| 1 B9 | Does the airspace overlying and adjacent to the air station have the capacity to support an additional workload? | 1 | 0 | 1 | 0 | 7 | 0.86 | | 1 | 1 | 1 | 1 | 1 |
| 2 B10 | Is there >500 unrestricted acres available for development? | 0 | 1 | 1 | 0 | 5 | 0.35 | | 0 | 0 | 1 | 1 | 1 |
| 2 B11 | Does the current operational infrastructure (e.g., parking aprons, hangar space, etc.) allow for future expansion or change in mission? | 0 | 1 | 1 | 0 | 6 | 0.42 | | 1 | 1 | 1 | 1 | 1 |
| 2 B12 | Can the current installation's infrastructure (i.e., utilities, water, sewerage, etc.) accommodate future expansion? | 0 | 1 | 1 | 0 | 7 | 0.49 | | 1 | 1 | 1 | 1 | 1 |
| 3 B13 | Is there off base acreage available for future air station development? | 0 | 0 | 1 | 1 | 2 | 0.19 | | 1 | 1 | 1 | 1 | 1 |
| | WEATHER | 0 | 0 | 0 | 0 | 0 | 0.00 | | 0 | 0 | 0 | 0 | 0 |
| 3 C1 | Do weather conditions having a ceiling <500' and visibility <one mile occur <10% of the time? | 1 | 0 | 1 | 1 | 4 | 0.76 | | 1 | 1 | 1 | 1 | 1 |
| 3 C2 | Are <15% of undergraduate pilot fixed wing training sorties cancelled due to weather? | 1 | 0 | 1 | 1 | 4 | 0.76 | | 1 | 1 | 0 | 1 | 0 |

# TRAINING AIR STATI

| Que Seq | QUESTIC | M V Criteria/Weights R 50 | F 20 | M 10 | C 20 | MV SCORE | MV WEIGH | MV WEIGHT | RESPONSES CORP | KINGS | MERI | PENS | WHITI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AIRFIELD FACILITIES | | | | | | | | | | | | |
| D1 | Is the average MRP expenditures for the past 3 years >2% of the CPV? | | | | | | | | | | | | |
| D2 | Does the air station have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? | 0 | 1 | 0 | 1 | 7 | 0.77 | | 0 | 0 | 0 | 0 | 0 |
| D3 | Does the air station have dual operating runways? | 1 | 1 | 0 | 0 | 9 | 1.24 | | 0 | 0 | 0 | 0 | 1 |
| D4 | Are there >2 auxiliary landing fields within 50 nm. of the air station owned by the DOD? | 1 | 1 | 0 | 0 | 9 | 1.24 | | 1 | 1 | 1 | 1 | 0 |
| D5 | Are there >6 auxiliary landing fields within 50 nm. of the air station owned by the DOD? | 1 | 1 | 1 | 0 | 10 | 1.65 | | 1 | 1 | 0 | 0 | 0 |
| D6 | Is at least 90 percent of the runways and landing pads in adequate condition? | 1 | 1 | 1 | 0 | 8 | 1.32 | | 0 | 0 | 0 | 1 | 1 |
| D7 | Is at least 90 percent of the parking and access aprons in adequate condition? | 1 | 1 | 0 | 1 | 9 | 1.85 | | 1 | 1 | 1 | 1 | 0 |
| D8 | Is at least 90 percent of the fuel storage facilities in adequate condition? | 1 | 1 | 0 | 1 | 7 | 1.44 | | 0 | 1 | 1 | 0 | 0 |
| D9 | Can the airfield's capacity be increased (i.e., no limiting factors)? | 1 | 1 | 0 | 1 | 8 | 1.64 | | 1 | 1 | 1 | 1 | 1 |
| D10 | There are no constraints on the number of flying hours per day (e.g., AICUZ agreements) at the air station's homefield? | 1 | 1 | 1 | 0 | 7 | 1.16 | | 0 | 0 | 0 | 0 | 0 |
| D11 | Can you conduct night flight operations at one of your OLFs? | 1 | 1 | 0 | 0 | 9 | 1.24 | | 1 | 1 | 1 | 1 | 1 |
| D12 | Can you conduct all levels of maritime aviation training at your main airfield? | 1 | 1 | 1 | 0 | 4 | 0.66 | | 1 | 1 | 1 | 1 | 1 |
| D13 | Can you conduct all levels of maritime aviation training at one DOD owned OLF? | 1 | 1 | 1 | 0 | 10 | 1.65 | | 1 | 1 | 0 | 1 | 0 |
| | TRAINING | 1 | 1 | 1 | 0 | 7 | 1.16 | | 0 | 1 | 0 | 1 | 0 |
| E1 | Is there a type of flight training (NFO or Pilot) conducted at the air station that is not presently conducted anywhere else? | | | | | | | | | | | | |
| E2 | Is jet pilot training conducted at the air station? | 1 | 0 | 0 | 0 | 7 | 0.66 | | 1 | 0 | 0 | 1 | 1 |
| E3 | Is officer pre-flight (basic) training conducted at the air station? | 1 | 0 | 1 | 0 | 9 | 1.11 | | 0 | 1 | 1 | 1 | 0 |
| E4 | Is helicopter pilot training conducted at the air station? | 1 | 0 | 1 | 0 | 6 | 0.74 | | 0 | 0 | 0 | 1 | 0 |
| E5 | Is prop plane pilot training conducted at the air station? | 1 | 0 | 1 | 0 | 8 | 0.98 | | 0 | 0 | 0 | 0 | 1 |
| E6 | Is Naval Flight Officer (NFO) training conducted at the air station? | 1 | 0 | 1 | 0 | 8 | 0.98 | | 1 | 0r | 0 | 1 | 1 |
| E7 | Are aviation support units stationed at the air station? | 1 | 0 | 1 | 0 | 7 | 0.86 | | 0 | 0 | 0 | 1 | 0 |
| E8 | Do ground combat units train at the air station? | 1 | 0 | 0 | 0 | 5 | 0.47 | | 1 | 1 | 1 | 1 | 1 |
| E9 | Does the air station support enlisted training with an AOB >250 students? | 1 | 0 | 0 | 0 | 1 | 0.09 | | 1 | 1 | 0 | 0 | 1 |
| E10 | Does the air station support other officer training not related to undergraduate pilot/NFO training? | 1 | 0 | 0 | 0 | 4 | 0.38 | | 0 | 0 | 1 | 1 | 0 |
| | MAINTENANCE & UNIQUE FACILITIES | 1 | 0 | 0 | 0 | 1 | 0.09 | | 1 | 0 | 1 | 1 | 0 |
| F1 | Does the air station have ship berthing facilities? | | | | | | | | | | | | |
| F2 | Can air station pier facilities berth ships >12 ft. draft? | 1 | 1 | 1 | 0 | 1 | 0.17 | | 1 | 0 | 0 | 1 | 0 |
| F3 | Does your air station have a dedicated corrosion control facility? | 1 | 1 | 1 | 0 | 1 | 0.17 | | 0 | 0 | 0 | 1 | 0 |
| F4 | Is at least 90 percent of the hangar/maintenance facilities in adequate condition? | 1 | 1 | 0 | 1 | 3 | 0.62 | | 0 | 1 | 1 | 0 | 0 |
| F5 | Are there weapons storage and handling facilities at the air station? | 1 | 1 | 0 | 0 | 8 | 1.10 | | 1 | 0 | 1 | 1 | 1 |
| F6 | Are ship maintenance facilities located at the air station? | 1 | 1 | 0 | 0 | 6 | 0.82 | | 1 | 1 | 1 | 1 | 1 |
| F7 | Does your air station have a DOD depot level maintenance facility that supports aircraft assigned to your training mission? | 1 | 1 | 0 | 0 | 1 | 0.1 | | 0 | 0 | 0 | 1 | 0 |
| F8 | Does your air station have a DOD depot level maintenance facility that supports other than your assigned training aircraft ? | 1 | 1 | 0 | 1 | 3 | 0.62 | | 0 | 0 | 0 | 0 | 0 |
| | GROUND TRAINING FACILITIES | 1 | 1 | 0 | 1 | 1 | 0.21 | | 1 | 0 | 0 | 0 | 0 |
| G1 | Given projected training requirements for FY 2001, does your air station currently have all required flight/training simulators? | | | | | | | | | | | | |
| G2 | Is at least 90% of the ground training facilities in adequate condition? | 1 | 1 | 1 | 0 | 7 | 1.16 | | 1 | 1 | 0 | 1 | 1 |
| G3 | Given the present equipment and physical plant configuration, can ground training be significantly increased? | 1 | 1 | 0 | 0 | 7 | 0.96 | | 1 | 1 | 1 | 0 | 1 |
| G4 | Does the air station manage (schedule and control) any unique DOD or non DOD training facility? | 1 | 1 | 1 | 0 | 6 | 0.99 | | 1 | 1 | 1 | 1 | 1 |
| | LOCATION | 1 | 0 | 0 | 0 | 4 | 0.38 | | 0 | 1 | 1 | 1 | 0 |
| H1 | Is your air station <50nm. from an aircraft carrier operating area? | | | | | | | | | | | | |
| H2 | Does the air station's location permit training with other operational units (e.g., Battle Groups or Joint forces)? | 1 | 0 | 1 | 0 | 6 | 0.74 | | 1 | 0 | 0 | 1 | 1 |
| H3 | Does the air station play a role in military and civilian regional transportation/logistics plans? | 1 | 0 | 0 | 0 | 1 | 0.09 | | 1 | 1 | 1 | 1 | 1 |
| | MILITARY/GENERAL SUPPORT MISSIONS | 1 | 0 | 1 | 0 | 3 | 0.37 | | 1 | 1 | 1 | 1 | 1 |
| I1 | Does this air station currently support counter-drug flight operations? | | | | | | | | | | | | |
| I2 | Does the air station currently support U S Customs Service flight operations? | 0 | 1 | 0 | 0 | 1 | 0.04 | | 1 | 1 | 1 | 0 | 1 |
| I3 | Are military surveillance operations conducted from the air station? | 0 | 1 | 0 | 0 | 1 | 0.04 | | 1 | 1 | 0 | 0 | 1 |
| I4 | Will the air station directly support a military or civilian area control and surveillance mission (e.g., FACSFAC) through FY 2001? | 1 | 0 | 0 | 0 | 2 | 0.19 | | 1 | 1 | 1 | 1 | 1 |
| I5 | Does the air station play a role in the Logistics Support Mobilization Plan (LSMP)? | 1 | 0 | 0 | 0 | 2 | 0.19 | | 1 | 1 | 1 | 1 | 1 |
| I6 | Does the air station support other military missions (e.g., port of embarkation for MC personnel)? | 1 | 0 | 1 | 0 | 1 | 0.12 | | 1 | 0 | 0 | 0 | 0 |
| I7 | Are new military missions planned for the air station? | 1 | 0 | 1 | 0 | 3 | 0.37 | | 1 | 0 | 0 | 0 | 0 |
| I8 | Are new civilian or non-DoD missions planned for the air station? | 1 | 0 | 0 | 0 | 3 | 0.28 | | 1 | 0 | 1 | 1 | 0 |
| I9 | Do active reserve or guard units train at your air station? | 1 | 0 | 0 | 0 | 1 | 0.09 | | 0 | 1 | 0 | 0 | 0 |
| I10 | Does the air station or its tenants have requirements to support training of other Navy or Marine Corps forces? | 1 | 0 | 1 | 0 | 1 | 0.12 | | 1 | 1 | 1 | 1 | 1 |
| I11 | Does the air station have support agreements with other DoD services? | 1 | 0 | 0 | 0 | 3 | 0.28 | | 1 | 0 | 0 | 1 | 0 |
| I12 | Does the air station provide meteorological, SAR, and/or disaster assistance support to the local area? | 1 | 0 | 0 | 0 | 1 | 0.09 | | 1 | 1 | 1 | 1 | 1 |
| I13 | Does the air station have support agreements with the non-DoD government or civilian activities? | 1 | 0 | 0 | 0 | 3 | 0.28 | | 1 | 1 | 1 | 1 | 1 |
| I14 | Are there non-DOD aircraft stationed at your air station? | 1 | 0 | 0 | 0 | 1 | 0.09 | | 1 | 1 | 1 | 1 | 1 |
| | | 0 | 1 | 0 | 0 | 1 | 0.04 | | 1 | 0 | 0 | 0 | 1 |

Da 2

# TRAINING AIR STA[illegible]NS

| ue eq | QUESTIO... | MV Criteria/Weights R 50 | F 20 | M 10 | C 20 | MV SCORE | MV WEIGHT | MV WEIGHT | RESPONSES CORP | KINGS | MERI | PENS | WHITI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BASE LOADING | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Are operational active, reserve or special squadrons based at your air station? | 0 | 1 | 0 | 0 | 1 | 0.04 | | 1 | 0 | 0 | 1 | 0 |
| | Are there any major Navy tenant activities at the air station (e.g., NATTC, AOCS)? | 1 | 0 | 0 | 0 | 6 | 0.57 | | 1 | 0 | 1 | 1 | 0 |
| | Are there any major Army or Air Force tenant activities at the air station (e.g., Army Helicopter Depot)? | 1 | 0 | 0 | 0 | 3 | 0.28 | | 1 | 0 | 0 | 0 | 0 |
| | QUALITY OF LIFE | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1 | Does the air station have an active FSC spouse employment program? | 0 | 0 | 0 | 1 | 1 | 0.07 | | 1 | 1 | 1 | 1 | 1 |
| 2 | Is off base housing rental and purchase affordable? | 0 | 0 | 0 | 1 | 10 | 0.68 | | 0 | 0 | 1 | 0 | 1 |
| 3 | Does the air station have >90% of the listed Family Support Facilities and programs? | 0 | 1 | 0 | 1 | 6 | 0.66 | | 1 | 0 | 1 | 1 | 0 |
| 4 | Do air station child care facilities accomodate >100 children? | 0 | 1 | 0 | 1 | 5 | 0.55 | | 0 | 0 | 0 | 1 | 0 |
| 5 | Do air station child care facilities accomodate >50 children? | 0 | 1 | 0 | 1 | 3 | 0.33 | | 1 | 1 | 0 | 0 | 0 |
| 6 | Is child care waiting list <100 children? | 0 | 1 | 0 | 1 | 4 | 0.44 | | 0 | 1 | 0 | 1 | 0 |
| 7 | Is child care waiting list <50 children? | 0 | 1 | 0 | 1 | 6 | 0.66 | | 0 | 0 | 1 | 0 | 1 |
| 8 | Is the average wait for 0-12 month child care <180 days? | 0 | 1 | 0 | 1 | 6 | 0.66 | | 0 | 0 | 1 | 0 | 0 |
| 9 | Are >90% of stations child care facilities adequate? | 0 | 1 | 0 | 1 | 4 | 0.44 | | 1 | 1 | 1 | 1 | 0 |
| 10 | Are there certified home care providers? | 0 | 1 | 0 | 0 | 4 | 0.17 | | 1 | 1 | 1 | 1 | 1 |
| 11 | Does the air station have >90% of the listed MWR facilities? | 0 | 1 | 0 | 1 | 7 | 0.77 | | 1 | 1 | 1 | 1 | 1 |
| 12 | Does the air station have >200 units of adequate officer family housing? | 0 | 1 | 0 | 1 | 7 | 0.77 | | 0 | 0 | 0 | 0 | 0 |
| 13 | Does the air station have >300 units of adequate enlisted family housing? | 0 | 1 | 0 | 1 | 8 | 0.89 | | 1 | 0 | 1 | 1 | 0 |
| 14 | Is the average wait for housing three months or less? | 0 | 1 | 0 | 1 | 7 | 0.77 | | 0 | 0 | 0 | 0 | 1 |
| 15 | Is the average wait for housing six months or less? | 0 | 1 | 0 | 1 | 6 | 0.66 | | 0 | 1 | 1 | 0 | 0 |
| 16 | Are local area educational institution programs adequate for military family members? | 0 | 0 | 0 | 1 | 4 | 0.27 | | 1 | 1 | 1 | 1 | 1 |
| 17 | Are there educational opportunities at all college levels within a 30-mile radius? | 0 | 0 | 0 | 1 | 1 | 0.07 | | 1 | 1 | 1 | 1 | 1 |
| 18 | Are there opportunities for consecutive follow on tours in the commuting area? | 0 | 0 | 0 | 1 | 1 | 0.07 | | 0 | 0 | 0 | 0 | 0 |
| 19 | Do->50% of air station military and civilian personnel live within a 30 minute commute? | 1 | 0 | 0 | 1 | 4 | 0.65 | | 1 | 1 | 1 | 1 | 1 |
| 20 | Do 90% or more of the housing units have all the required amenities? | 0 | 1 | 0 | 1 | 6 | 0.66 | | 1 | 0 | 1 | 0 | 0 |
| 21 | Is the BOQ occupancy rate <90%? | 0 | 1 | 0 | 1 | 6 | 0.66 | | 1 | 1 | 1 | 1 | 1 |
| 22 | Are 90% of BOQ rooms adequate? | 0 | 1 | 0 | 1 | 7 | 0.77 | | 1 | 1 | 0 | 1 | 1 |
| 23 | Is the BEQ occupancy rate <90%? | 0 | 1 | 0 | 1 | 8 | 0.89 | | 1 | 1 | 1 | 1 | 1 |
| 24 | Are 90% of BEQ rooms adequate? | 0 | 1 | 0 | 1 | 8 | 0.89 | | 1 | 1 | 1 | 1 | 1 |
| 25 | Is there sufficient off base housing? | 0 | 1 | 0 | 1 | 6 | 0.66 | | 0 | 0 | 1 | 1 | 1 |
| 26 | Do active duty personnel have reasonable access to medical/dental facilities? | 1 | 0 | 0 | 1 | 6 | 0.98 | | 1 | 1 | 1 | 1 | 1 |
| 27 | Do military family members have reasonable access to medical/dental facilities? | 0 | 0 | 0 | 1 | 6 | 0.41 | | 1 | 1 | 1 | 1 | 1 |
| 28 | Is the violent crime rate <758/100,000? | 0 | 0 | 0 | 1 | 1 | 0.07 | | 0 | 1 | 1 | 0 | 0 |
| 29 | Is the property crime rate <4902/100,000? | 0 | 0 | 0 | 1 | 1 | 0.07 | | 0 | 0 | 1 | 0 | 0 |
| 30 | Is the drug crime rate <402/100,000? | 0 | 0 | 0 | 1 | 1 | 0.07 | | 0 | 0 | 1 | 0 | 1 |
| 31 | Are college education courses available on the base? | 0 | 0 | 0 | 1 | 1 | 0.07 | | 1 | 1 | 1 | 1 | 1 |
| | | | | | | | 100.00 | 100.00 | 74.09 | 75.65 | 71.07 | 75.04 | 68.97 |

FIRST RUN

| CORP | KING | MERI | PENS | WHITI |
|---|---|---|---|---|
| 32.41 | 36.16 | 31.08 | 30.77 | 32.24 |
| 8.60 | 8.60 | 9.81 | 8.09 | 9.81 |
| 1.53 | 1.53 | 0.76 | 1.53 | 0.76 |
| 9.93 | 12.52 | 12.03 | 11.91 | 6.10 |
| 2.31 | 1.67 | 2.05 | 5.30 | 3.20 |
| 2.29 | 1.44 | 2.54 | 2.39 | 1.92 |
| 3.11 | 3.49 | 2.33 | 2.53 | 3.11 |
| 1.20 | 0.46 | 0.46 | 1.20 | 1.20 |
| 2.16 | 1.16 | 1.30 | 1.64 | 1.10 |
| 0.90 | 0.00 | 0.57 | 0.61 | 0.00 |
| 10.53 | 7.26 | 11.89 | 11.12 | 10.19 |
| 74.96 | 74.29 | 74.83 | 77.09 | 69.63 |

FINAL RUN

| | CORP | KINGS | MERI | PENS | WHITI |
|---|---|---|---|---|---|
| Airspace | 32.41 | 36.16 | 31.08 | 30.77 | 32.24 |
| Encroachment | 8.60 | 8.60 | 9.81 | 8.09 | 9.81 |
| Weather | 1.53 | 1.53 | 0.76 | 1.53 | 0.76 |
| Airfield Facilities | 9.93 | 12.52 | 8.06 | 10.75 | 6.10 |
| Training | 2.31 | 1.67 | 2.05 | 5.30 | 3.20 |
| Maintenance Facilities | 2.29 | 1.44 | 2.54 | 2.39 | 1.92 |
| Ground Training Facilities | 3.11 | 3.49 | 2.33 | 2.53 | 3.11 |
| Location | 1.20 | 0.46 | 0.46 | 1.20 | 1.20 |
| Military/Support Missions | 2.16 | 1.16 | 1.30 | 1.55 | 1.10 |
| Base Loading | 0.90 | 0.00 | 0.57 | 0.61 | 0.00 |
| Quality of Life | 9.66 | 8.62 | 12.09 | 10.32 | 9.52 |
| | 74.09 | 75.65 | 71.07 | 75.04 | 68.97 |

KINGSVILLE DC 3 1995

**Location**

B. Proximity to Training Areas

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

Yes. Air Station provides temporary support for air assets of JTF-6.

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

Due to lack of a training carrier in the Gulf of Mexico, TW-2 deploys to the east or west coast to utilize fleet carriers for carrier qualifications.

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

~~40 nm~~
78 Nautical miles to The designated Naval Operations Area
CNATRA N3

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

Directly from the station.

Facilities

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

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

**No.**

9. Does the current airspace which you schedule/control permit Advanced Strike training? If not, explain why.

**Yes.**

10. Is there airspace within 50 NM which permits Advanced Strike training?

Yes.

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

**Yes. Some general use airspace would need to be designated "ALERT AREAS" if flight operations exceeded 250,000 operations per year.**

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

**No. 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.**

# Document Separator

# APPENDIX B

# KINGSVILLE
# OPS/PTR CALCULATIONS

EXPLANATION: The following is a Kingsville worksheet provided the Navy-Meridian Team by CNATRA upon request for data supporting data call information.

Where you see odd numbers in columns titled "Ops/Flight" and "Totals," a major error has occurred. By definition you cannot have an odd number of operations. Each take-off and each landing is one operation. Each approach and each departure is one operation. You will always have an even number of operations. Kingsville left out take-offs for a number of flights.

You will also see the overhead added at "35%." The correct add should have been "51.4%."

The second page shows where deployment ops were subtracted. Note 88 weapons ops were deducted. Go back to the first page and note that 88 weapons ops is 100% of those listed.

Page 3 is the CNATRA Planning Factor report for the T-45. The highlighted 175.60 is student only. The difference of 90.30 is overhead. 90.30 overhead divided by 175.60 student equals 51.4%. (Kingsville apparently divided 90.30 by 265.90 to get its 35% factor. The math was wrong.)

DATA PROVIDED BY CNATRA N334

~~FIGURE 6~~

Appendix B

DAY

| STAGE | NO. OF FLIGHTS | OPS/FLIGHT | TOTAL |
|---|---|---|---|
| BI | 4 (5,7,4,4) | Varies | 20 |
| RI | 7 (5,5,5,5,5,6,5) | Varies | 36 |
| AN | 10 | 5 | 50 |
| IR | 5 | 5 | 25 |
| FAM | 15 | 18 | 270 |
| OCF | 3 | 3 | 9 |
| FORM | 17 | 7 | 119 |
| CQ (I) | 8 | 16 | 128 |
| ON | 9 | 8 | 72 |
| WEP | 11 | 8 | 88 |
| TACF | 4 | (6/SORTIE DURIN + 8/SORTIE SAD) | 26 |
| GUN | 8 | 8 | 64 |
| ACM | 13 | 8 | 104 |
| CQ (II) | 6 | (16/SORTIE FOR FAM AND 22 OPS FOR SHIP) | 102 |
| | | | 1113 |
| | | | + 35% |
| | | | 1503 |

NIGHT

| | | | |
|---|---|---|---|
| CQ (I) | 2 | 16 | 32 |
| NFAM | 2 | 12 | 24 |
| NFORM | 4 | 17 | 65 |
| CQ (II) | 4 | 16 | 64 |
| | | | 188 |

Enclosure (1)

DATA PROVIDED BY CNATRA N334

1. Enclosure (1) is the original calculations provided in NAS Kingsville Data Call 2. Because th is no historical average for T-45 overhead operat the T-2/TA-4 average of 35% of flight ops was used to calculate the overhead figures. (Note: A mistake was made in calculating the total nio operations per student. The number should read 252 vice 455.)

2. Enclosure (1) provides the estimated data used to calculate the flight operations per student.

3. 1393 total day operations was calculated in the following manner:

1503 - 110 = 1393

110 = 88 WEPS ops + 22 CQ ops

Note: WEPS and the final CQ qualification sorties are typically completed on detachments.

OMPUTATION OF PLANNING FACTORS (PEACETIME) 0 21 July 9
CURRICULUM: ADVANCED T48(W2) TRAWING 2 SERVICE: ALL SERVICE
TYPE ACFT: T-45 PROCEDURES TRAINER: 2F137 FLIGHT SIMULATOR: 2F13

132 X.o

| | | ACFT HRS/STUD T-45 | | INSTRUCTOR HRS/STUD T-45 | 2F137 | 2F138 | SIM HRS/STU 2F137 | 2F13 |
|---|---|---|---|---|---|---|---|---|
| STUDENT SYLLABUS | | 175.60 | | 123.30 | 0.00 | 0.00 | 30.30 | 6 .4 |
| STUDENT OVERHEAD | | | | | | | | |
| T-45 ACFT = 10.6% /10.6% | | 18.61 | | 13.06 | ---- | ---- | ---- | --- |
| 2F137 CPT = 5.90% | | ---- | | ---- | 0.00 | ---- | 1.78 | --- |
| 2F138 FSIM = 5.90% | | ---- | | ---- | ---- | 0.00 | ---- | 3.97 |
| INSTRUCTOR CHASE | | 26.50 | | 30.70 | ---- | ---- | ---- | ---- |
| CHASE OVERHEAD | 10.6% | 2.80 | | 3.25 | ---- | ---- | ---- | ---- |
| SUBTOTAL | | 223.52 | | 170.32 | 0.00 | 0.00 | 32.08 | 71.37 |
| STUDENT ATTRITION | 8.0% | 9.71 | | 7.40 | 0.00 | 0.00 | 1.39 | 3.10 |
| SUBTOTAL | | 233.24 | | 177.72 | 0.00 | 0.00 | 33.48 | 74.47 |
| IUT OVERHEAD | | | | | | | | |
| T-45 .40353*.622*73.5/69.9 | | 15.47 | | 14.71 | ---- | ---- | ---- | --- |
| 2F137 .40353*.622* 0.0/12.0 | | ---- | | ---- | 0.00 | ---- | 2.52 | --- |
| 2F138 .40353*.622* 0.0/18.0 | | ---- | | ---- | ---- | 0.00 | ---- | 3.78 |
| NATOPS/INSTRUMENT REQUAL | | | | | | | | |
| 15.0 HRS * .40363 | | 6.05 | x2 | 12.10 | ---- | ---- | ---- | ---- |
| STANDARDIZATION FLTS | | | | | | | | |
| 4.5 HRS * .40353 | | 1.81 | x2 | 3.63 | ---- | ---- | ---- | ---- |
| SUBTOTAL | | 266.58 | | 208.18 | 0.00 | 0.00 | 36.00 | 78.26 |
| OVERHEAD | 1.00% | 2.65 | | 2.65 | ---- | ---- | ---- | --- |
| OGISTIC OVERHEAD | 2.00% | 6.31 | | 8.31 | ---- | ---- | ---- | - |
| ERRY OVERHEAD | 0.60% | 1.32 | | 1.32 | ---- | ---- | ---- | |
| TOTALS | | 265.89 | | 217.48 | 0.00 | 0.00 | 36.00 | 78 |
| ROUNDED | | 265.90 | | 217.60 | 0.00 | 0.00 | 36.00 | 78. |
| W/O IUT/INSTRUCT OVRHD | | 241.7 | | 186.20 | 0.00 | 0.00 | 33.50 | 74. |

| IT OVERHEAD | ACFT HRS/IUT T-45 | INSTRUCTOR HRS/IUT T-45 | 2F137 | 2F138 | SIM HRS/IUT 2F137 | 2F138 |
|---|---|---|---|---|---|---|
| IGHTED IUT SYLLABUS | 73.50 | 69.90 | 0.00 | 0.00 | 12.00 | 18.00 |

19

IT OVHD HRS/STUD=(INS/STUD RAT .0)*(12 MO/INS AVG TOUR)*(WEIGHTED IUT SYL HRS)

STRUCTOR UTILIZATION COMPUTATIONS

HRS/( SL + SCT) * SL * AVAIL * WX * EI * DAYS

T-45 = 8HRS/(1.33 + 2.00) * 1.33 * 0.800 * 0.89 * 1.00 * 237 = 539 HRS/YR

| | AIRCRAFT HOURS | CPT HOURS | SIMULATOR HOURS | |
|---|---|---|---|---|
| STRUCTOR/STUD RATIO | (217.6 / 839) | | | = .40353 |
| RCRAFT/STUDENT RATIO | (265.9 / 732) | | | = .36325 |
| IC TRNR/STUD RATIO | | ( 36.0 /2779) | | = .01295 |
| MULATOR/STUD RATIO | | | ( 78.3 /2719) | = .02880 |

UAL UTILIZATION COMPUTATIONS

HR/( SL + TAT ) * SL * AVAIL * EI * WX * DAYS

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| FT UTIL | = 10/(1.33 + 1.40) | * 1.33 | * 0.760 | * 0.95 | * 0.89 | * 237 | = | 732 |
| CPT UTIL | = 16/(1.50 + 0.25) | * 1.50 | * 0.950 | * 0.90 | * 1.00 | * 237 | = | 2779 |
| 38 FL SIM UTIL | = 16/(1.30 + 0.25) | * 1.30 | * 0.950 | * 0.90 | * 1.00 | * 237 | = | 2719 |

OVHD FACTOR = 51.4%

from D.C. .40882
.35724

# Document Separator

# APPENDIX C

# BRAC-93 & BRAC-95 DATA CALLS ON FLIGHT OPS/PTR

Appendix C

1995 DC2 KINGSVILLE Pensacola

ORIGINAL QUESTION

Mission Requirements

b. Flight Training (cont.)

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

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

JUST 443

OA

N CNATRA N3

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

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



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1995 DC2 KINGSVILLE revised pg

**Mission Requirements**

b. Flight Training (cont.)

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

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

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

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

Revised page.

1993 OC34 MERIDIAN

**Mission Requirements**

b. Flight Training

Give the total number of flight operations (i.e., take-offs, landings, and approaches without landings) and the minimum number of night flight operations required per PTR for each type and level of pilot training (and trainer aircraft). Include all overhead[2]. Also verify the type(s) of trainer aircraft for each type and level of training, and make corrections where necessary.

| Type of Pilot Training | Level of Pilot Training | Trainer Aircraft | Flight Operations per PTR | |
|---|---|---|---|---|
| | | | Total | Night |
| General | Primary | T-34J | | |
| **Strike** | **Intermediate** | **T-2C** | **884** | **57** |
| | | **T-45[a]** | **951** | **121.5** |
| | **Advanced** | **TA-4J** | **1326** | **86** |
| | | **T-45[a]** | **951** | **121.5** |
| E2/C2 | Intermediate | T-2C | | |
| | | T-45[a] | | |
| | Advanced | T-44 | | |
| Maritime | Intermediate | T-34C | | |
| | Advanced | T-44 | | |

**FLIGHT OPERATIONS PER FLIGHT CALCULATED AS FOLLOWS:**
**2210 TOTAL FLIGHT OPERATIONS PER PTR x .4 FOR T-2'S = 884,**
**x .6 FOR TA-4'S = 1326**
**NIGHT FLIGHT OPERATIONS CALCULATED BY SYLLABUS SORTIES:**
**4 FOR INT/6 FOR ADV x 14.3**

**a. Estimate requirements for the T-45.**
**T-45 DATA ESTIMATE FROM LATEST CNATRA PLANNING FACTORS DOCUMENT AND DRAFT MASTER CURRICULUM GUIDE.**

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[2]Overhead includes extra flights due to unsatisfactory performance, maintenance flights, instructor training flights, flights canceled due to weather (i.e., incomplete flights), warm-up flights, and instrument check flights.

# Document Separator

# APPENDIX D

# KEN STORMS ANALYSIS
# TO BRAC COMMISSION STAFF
# 23 MAR 95

# NAVY ★ MERIDIAN ★ TEAM

KEN STORMS' BRIEF
to BRAC Commission Staff
23 MAR 95

In my 31 years of active duty, I have spent a total of 8 years in a flight instructor billet. One year was in Navy Primary Flight Training, two years in a Replacement Air Group (FRS now) and five years in the Strike Training pipeline as Executive Officer and Commanding Officer of an Advanced Squadron and later as a Training Air Wing Commander. I have also served as the Navy and Marine Corps Aviation Safety Coordinator at what was then called Deputy Chief of Naval Operations (Air Warfare) now N88.

My loyalty to the United States Navy and Naval Aviation has never been questioned. While working in the Pentagon, I adopted the belief that when a decision was made which I thought was incorrect or unwise, I owed it to myself and Naval Aviation to find out why. Either the senior decision maker had more information than I, or I had more information than the decision maker. Either way we needed to talk. Most times, that senior person had more information than I and when I heard it I could fully support the decision. Sometimes I possessed more information, and the decision was reversed or modified.

When I heard that using Runway Capacity was the theory to determine a military base's ability to produce a PTR, I needed to further investigate the theory.

I found that the Runway Capacity Theory works well for some major civilian commercial airfields. At these large facilities the number of aircrews, aircraft and maintenance personnel exceed the capacity of the runways and departure/arrival controllers to physically launch and recover the aircraft.

At military Training Air Stations there are factors that act to constrain the ability to ever reach runway capacity. These constraints are number of aircraft, instructors, students and weather criteria.

In order to operate a Naval Air Training base at maximum runway capacity, we would have to place a student aviator in the same traffic density as experienced at Hartsfield, O'Hare, Los Angeles International, etc. By utilizing

the outlying airfields to maximum capacity, it would be similar to a La Guardia, JFK and Newark complex. Flying into these kinds of traffic densities is hard enough on experienced aviators armed with a co-pilot and a navigator. It would be overwhelming, unsafe and unnecessary to place a student aviator in that arena.

I know of no production system whether it be manufacturing, industrial, educational or performance (such as race cars, aircraft, etc.) that are designed for operating at maximum performance. In our Naval aircraft, we utilize maximum range speeds, maximum endurance speeds, as well as terminal (maximum) speed. While the capability of achieving maximum performance when needed must be preserved, to intentionally plan to operate at maximum performance levels invites catastrophic failure.

If a home field were my aircraft and 80 ops per hour was my maximum speed, I would fly it at 60-65 ops per hour (max range speed) or the most cost effective production speed. I could produce the maximum number of Naval Aviators and still maintain those I have already trained. I would still have a realistic surge capability. That would allow me to increase speed if required but allow me to endure for a long period of time.

As a squadron Executive Officer in 1980, my Training Squadron was working seven days per week, twelve hour shifts. In that year we had 18 instructors come upon their end of obligated service. Sixteen left the Naval service and two accepted follow on tours. During my Commanding Officer tour, my Wing Commander allowed me to go to eight hour shifts, five days per week. Our production went down for two months then in one month it returned to the old production rate. At the end of my tour, production was increased 11% above the old rate while the individual working hours were reduced by 33%. Exactly 18 instructors reached their end of obligated service with 16 taking follow on tours with the fleet, and two opting for civilian careers.

You simply cannot work people and machines for extended periods of time at 100% of their capacity. Naval Aviators filling the roles of Strike flight instructors are not shore duty sailors. They are sea duty carrier aviators who happen to be on shore duty.

# ASSET REQUIREMENTS BASED ON PTR

**336 PTR** **1511 OPS/PTR**

| | | | |
|---|---|---|---|
| 968 OPS/DAY | HOMEFIELD | 80 OPS/HR | 12.1 HRS/DAY |
| 626 OPS/DAY | 1 OLF | 54 OPS/HR | 11.6 HRS/DAY |
| 545 OPS/DAY | 1 OLF | 54 OPS/HR | 10.1 HRS/DAY |
| --- | | --- | |
| 2139 OPS/DAY | | 188 OPS/HR | |

**2139 OPS/DAY X 237 DAYS/YR = 506,943 OPS/YR ÷ 1511 OPS/PTR = 336 PTR**

| | | |
|---|---|---|
| FLIGHTS SCHEDULED/DAY | = 312 | |
| FLIGHTS COMPLETED/DAY | = 283 | |
| STUDENT COMPLETED FLIGHTS/DAY | = 187 | |
| AIRCRAFT NEEDED IN "A" STATUS | = 121 | (.359 AIRCRAFT PER 1 PTR) |
| INSTRUCTORS NEEDED | = 138 | (.4088 INSTRUCTORS PER 1 PTR) |
| STUDENTS NEEDED | = 311 | (.925 STUDENTS PER 1 PTR) |

**DAILY FLIGHT SCHEDULE PARAMETERS:**

1. LAUNCH 22 AIRCRAFT/HR AT HOMEFIELD FOR 12.1 HRS.
2. AIRCRAFT MUST LAUNCH AT 2.7 MINUTE INTERVALS.
3. 4 AIRCRAFT GO TO OLF #1 AND GET 13 MORE OPERATIONS EACH.
4. 4 AIRCRAFT GO TO OLF #2 AND GET 13 MORE OPERATIONS EACH.
5. 6 AIRCRAFT STAY AT HOMEFIELD FOR 13 MORE OPERATIONS EACH.
6. 8 AIRCRAFT GO TO AREA AND DO HIGH WORK THEN FILL IN AT OLF'S FOR 13 MORE OPERATIONS EACH WHILE ORIGINAL OLF AIRCRAFT ARE TURNING AROUND ON DECK.

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# APPENDIX E

# CORPUS CHRISTI NOISE SURVEY

TABLE 3
OPERATIONS BY AIRCRAFT TYPE
NAS CORPUS CHRISTI

| Unit | Aircraft | Percent Of Total Ops. | Daily Operations |
|---|---|---|---|
| TW4 | T-34C | 39.25 | 346.422 |
| | T-44A | 48.34 | 426.608 |
| NAS | UC-12B | 0.72 | 6.332 |
| | UH-1N | 0.54 | 4.794 |
| Customs | P-3A/B | 0.98 | 8.666 |
| | C-500 | 0.07 | 0.588 |
| | SC-7 | 0.04 | 0.380 |
| USCG | HU-25 | 2.42 | 21.381 |
| | HH-65 | 1.22 | 10.774 |
| CCAD | UH-1N | 0.11 | 0.996 |
| | U-21G | 0.20 | 1.629 |
| | Misc. Helo | 0.51 | 4.522 |
| Transients | | 5.60 | 49.422 |
| GRAND TOTAL | | 100.00 | 882.514 |

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An analysis of the contribution of each aircraft type to total noise exposure indicated that only the transient A-4 aircraft, in addition to the based aircraft, would contribute significantly to Ldn. Consequently, of the 49.422 daily transient operations, 38.846 were modelled, giving total modelled operations of 871.938. By modelling only the A-4 transient aircraft, as well as all based aircraft, the total Ldn was computed to be within 0.1 dB of the total, had all transient operations been modelled.

The breakdown of all aircraft types and operations, as modelled, are presented in Table 4. The percentage of aircraft operations by arrival, departure and patterns are based on the information as provided in the squadron data packages.

TABLE 6 (continued)
MODELLED AVERAGE BUSY DAY OPERATIONS BY FLIGHT TRACK
NAS CORPUS CHRISTI

Large Transport Aircraft
(P-3)

| Runway | Flight Track Description | Name | P-3 Day | P-3 Night |
|---|---|---|---|---|
| 13R | Departure | 13RD1 | 1.733 | 0.433 |
| | Arrival | 13RA2 | 0.624 | 0.156 |
| | Arrival | 13RA3 | 0.313 | 0.078 |
| | Arrival | 13RA4 | 0.624 | 0.156 |
| 31L | Departure | 31LD3 | 1.733 | 0.433 |
| | Arrival | 31LA3 | 0.936 | 0.234 |
| | Arrival | 31LA4 | 0.624 | 0.156 |
| 17 | Arrival | 17A3 | 0.173 | 0.043 |
| 35 | Arrival | 35A3 | 0.147 | 0.037 |
| | Arrival | 35A4 | 0.026 | 0.007 |
| | Total: | | 6.933 | 1.733 |
| | GRAND TOTAL: | | 8.666 | |

TABLE 6 (continued)
MODELLED AVERAGE BUSY DAY OPERATIONS BY FLIGHT TRACK
NAS CORPUS CHRISTI

Jet Aircraft
(A-4,HU-25,C-500)

| Runway | Flight Track Description | Name | A-4 Day | A-4 Night | HU-25 Day | HU-25 Night | C-500 Day | C-500 Night |
|---|---|---|---|---|---|---|---|---|
| 13R | Departure | 13RD1 | 2.638 | 0.139 | 1.831 | 0.019 | 0.146 | 0.002 |
| | GCA Box Departure | 13RD1 | -- | -- | 0.129 | 0.001 | -- | -- |
| | GCA Box Arrival | 13RA3 | -- | -- | 0.129 | 0.001 | -- | -- |
| | Arrival | 13RA4 | 0.132 | 0.007 | 0.549 | 0.006 | 0.044 | 0.000 |
| | Arrival | 13RA5 | 2.507 | 0.132 | 1.099 | 0.011 | 0.087 | 0.001 |
| | Touch & Go | 13RT3 | -- | -- | 6.478 | 0.066 | -- | -- |
| | Touch & Go | 13RT4 | 13.174 | 0.694 | -- | -- | -- | -- |
| 13L | GCA Box Departure | 13LD1 | -- | -- | 0.160 | 0.001 | -- | -- |
| | GCA Box Arrival | 13LA3 | -- | -- | 0.160 | 0.001 | -- | -- |
| 31L | Departure | 31LD3 | 2.638 | 0.139 | 1.831 | 0.019 | 0.146 | 0.002 |
| | GCA Box Departure | 31LD2 | -- | -- | 0.062 | 0.001 | -- | -- |
| | Arrival | 31LA3 | -- | -- | 0.989 | 0.010 | 0.077 | 0.001 |
| | GCA Box Arrival | 31LA3 | -- | -- | 0.062 | 0.001 | -- | -- |
| | Arrival | 31LA4 | 0.132 | 0.007 | 0.659 | 0.007 | 0.052 | 0.001 |
| | Arrival | 31LA5 | 2.507 | 0.132 | -- | -- | -- | -- |
| | Touch & Go | 31LT3 | -- | -- | 6.475 | 0.066 | -- | -- |
| | Touch & Go | 31LT4 | 13.174 | 0.694 | -- | -- | -- | -- |
| 31R | GCA Box Departure | 31RD2 | -- | -- | 0.093 | 0.001 | -- | -- |
| | GCA Box Arrival | 31RA1 | -- | -- | 0.093 | 0.001 | -- | -- |
| 17 | Arrival | 17A3 | -- | -- | 0.183 | 0.002 | 0.015 | 0.000 |
| 35 | Arrival | 35A3 | -- | -- | 0.156 | 0.002 | 0.012 | 0.000 |
| | Arrival | 35A4 | -- | -- | 0.027 | 0.000 | 0.002 | 0.000 |
| | Total: | | 36.902 | 1.944 | 21.165 | 0.216 | 0.581 | 0.007 |
| | GRAND TOTAL: | | 38.846 | | 21.381 | | 0.588 | |

TABLE 6 (continued)
MODELLED AVERAGE BUSY DAY OPERATIONS BY FLIGHT TRACK
NAS CORPUS CHRISTI

Helicopters
(HH-65,UH-1)

| Pad | Flight Track Description | Name | HH-65 Day | HH-65 Night | UH-1 Day | UH-1 Night |
|---|---|---|---|---|---|---|
| USCG | Departure | USCGD1 | 5.333 | 0.054 | -- | -- |
| | Arrival | USCGA1 | 5.333 | 0.054 | -- | -- |
| CCAD | Departure | CCADD1 | -- | -- | 1.380 | 0.000 |
| | Departure | CCADD2 | -- | -- | 1.380 | 0.000 |
| | Arrival | CCADA1 | -- | -- | 1.380 | 0.000 |
| | Arrival | CCADA2 | -- | -- | 1.380 | 0.000 |
| NAS | Departure | NASD1 | -- | -- | 0.263 | 0.003 |
| | Departure | NASD2 | -- | -- | 0.262 | 0.003 |
| | Departure | NASD3 | -- | -- | 0.262 | 0.003 |
| | Departure | NASD4 | -- | -- | 1.583 | 0.016 |
| | Arrival | NASA1 | -- | -- | 0.629 | 0.006 |
| | Arrival | NASA2 | -- | -- | 0.629 | 0.006 |
| | Arrival | NASA3 | -- | -- | 0.973 | 0.010 |
| | Arrival | NASA4 | -- | -- | 0.071 | 0.001 |
| | Arrival | NASA5 | -- | -- | 0.071 | 0.001 |
| | Total: | | 10.666 | 0.108 | 10.263 | 0.049 |
| | GRAND TOTAL: | | 10.774 | | 10.312 | |

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# APPENDIX F

# NTTC COBRA

## Realign NAS Meridian COBRA Analysis

The analysis was based on the Navy's close NAS Meridian COBRA file "TNAS6DA.CBR." The close Meridian scenario was modified by deleting the transfer of NTTC Meridian personnel and equipment to NETC in Newport, Rhode Island, and the Supply Corps Officer School in Athens Georgia. All facilities at Meridian would close except the NTTC compound (training and headquarter buildings , and enlisted barracks), the medical and dental clinic, the Counter Drug Training Academy, the Consolidated bachelor quarters, the galley, Navy Exchange facilities, the Enlisted Club, morale, welfare and recreation facilities, the freshwater and waste water treatment plants. One hundred enlisted and fifty civilian employees were added from the positions being eliminated to perform base operating and security functions.

The "realign NAS Meridian" scenario resulted in an **increase in the net present value of savings** by 2015 of **$16.5 millions** over the "close Meridian" option and a **reduction of one time costs of $37.5 million**. This is because the $30 millions dollars in new construction at Athens, Georgia and Newport, Rhode Island, is never paid for by the small reduction in recurring costs resulting from the relocation of the schools.

COBRA REALIGNMENT SUMMARY (COBRA v5.01)
Data As Of 10:22 11/19/1994, Report Created 15:33 03/29/1995

Department : NAVY
Option Package : ALT 3 - TRAINING NAS
Scenario File : C:\COBRA\TNAS6D4A.CBR
Std Fctrs File : C:\COBRA\N95OM.SFF

Starting Year : 1996
Final Year : 1999
ROI Year : Immediate

NPV in 2015($K): -464,499
1-Time Cost($K): 81,434

Net Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 19,512 | -24,461 | 27,140 | -16,250 | -12,000 | -3,900 | -9,958 | 0 |
| Person | -198 | -1,782 | -9,076 | -20,656 | -25,980 | -25,980 | -83,672 | -25,980 |
| Overhd | 3,354 | 1,778 | -930 | -1,387 | -6,868 | -6,868 | -10,921 | -6,868 |
| Moving | 2,485 | 1,617 | 3,525 | 2,256 | 0 | 0 | 9,883 | 0 |
| Missio | -28 | -28 | -28 | -28 | -28 | -28 | -168 | -28 |
| Other | -14,097 | -2,362 | -3,250 | -17,406 | -17,500 | -7,500 | -62,115 | 0 |
| TOTAL | 11,028 | -25,237 | 17,381 | -53,471 | -62,376 | -44,276 | -156,951 | -32,876 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | TOTAL |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Officers | 1 | 7 | 41 | 12 | 0 | 0 | 61 |
| Enlisted | 16 | 58 | 182 | 71 | 0 | 0 | 327 |
| Civilians | 2 | 9 | 84 | 125 | 0 | 0 | 220 |
| TOTAL | 19 | 74 | 307 | 208 | 0 | 0 | 608 |
| POSITIONS REALIGNED | | | | | | | |
| Officers | 129 | 82 | 98 | 10 | 0 | 0 | 319 |
| Enlisted | 31 | 87 | 81 | 168 | 0 | 0 | 367 |
| Students | 251 | 178 | 137 | 716 | 0 | 0 | 1,282 |
| Civilians | 81 | 7 | 65 | 17 | 0 | 0 | 170 |
| TOTAL | 492 | 354 | 381 | 911 | 0 | 0 | 2,138 |

Summary:
---
Close NAS Meridian SCENARIO 016D
- Consol Strike Trng at NAS Kingsville
- Relocate NTTC to NavSCScol, Athens & NETC, Newport, RI
Realign NAS Corpus Christi
- Relocate UPT to NAS Pensacola & NAS Whiting Field
- NAS Corpus Christi remains open as a NAF under NAS Kingsville
Mine Helo assets placed in Mine Warfare Ctr of Excellence, saving costs assoc w/ BRAC-93 placement of helos at NAS North Island

COBRA REALIGNMENT SUMMARY (COBRA v5.01)
Data As Of 21:59 03/27/1995, Report Created 15:29 03/29/1995

Department : NAVY
Option Package : NTTC-OPEN NAS-CLOSE
Scenario File : C:\COBRA\NTTC_OPN.CBR
Std Fctrs File : C:\COBRA\N95OM.SFF

Starting Year : 1996
Final Year : 1999
ROI Year : Immediate

NPV in 2015($K): -481,021
1-Time Cost($K): 45,704

Net Costs ($K) Constant Dollars

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Total | Beyond |
|---|---|---|---|---|---|---|---|---|
| MilCon | 17,031 | -24,882 | 0 | -16,250 | -12,000 | -3,900 | -40,000 | 0 |
| Person | -434 | -2,078 | -10,126 | -20,614 | -25,690 | -25,690 | -84,634 | -25,690 |
| Overhd | 2,424 | 1,044 | -2,175 | -4,750 | -5,337 | -5,337 | -14,130 | -5,337 |
| Moving | 2,519 | 1,633 | 3,434 | 1,080 | 0 | 0 | 8,666 | 0 |
| Missio | -28 | -28 | -28 | -28 | -28 | -28 | -168 | -28 |
| Other | -14,997 | -2,589 | -3,250 | -17,406 | -17,500 | -7,500 | -63,242 | 0 |
| TOTAL | 6,515 | -26,900 | -12,146 | -57,968 | -60,555 | -42,455 | -193,508 | -31,055 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | TOTAL |
|---|---|---|---|---|---|---|---|
| POSITIONS ELIMINATED | | | | | | | |
| Officers | 1 | 7 | 41 | 12 | 0 | 0 | 61 |
| Enlisted | 16 | 58 | 182 | 71 | 0 | 0 | 327 |
| Civilians | 2 | 9 | 84 | 125 | 0 | 0 | 220 |
| TOTAL | 19 | 74 | 307 | 208 | 0 | 0 | 608 |
| POSITIONS REALIGNED | | | | | | | |
| Officers | 129 | 82 | 98 | 0 | 0 | 0 | 309 |
| Enlisted | 31 | 87 | 72 | 0 | 0 | 0 | 190 |
| Students | 251 | 178 | 137 | 0 | 0 | 0 | 566 |
| Civilians | 81 | 7 | 60 | 0 | 0 | 0 | 148 |
| TOTAL | 492 | 354 | 367 | 0 | 0 | 0 | 1,213 |

Summary:
---
Realign NAS Meridian
- Consol Strike Trng at NAS Kingsville
- NTTC Meridian remains open

Realign NAS Corpus Christi
- Relocate UPT to NAS Pensacola & NAS Whiting Field
- NAS Corpus Christi remains open as a NAF under NAS Kingsville

Mine Helo assets placed in Mine Warfare Ctr of Excellence, saving costs assoc w/ BRAC-93 placement of helos at NAS North Island

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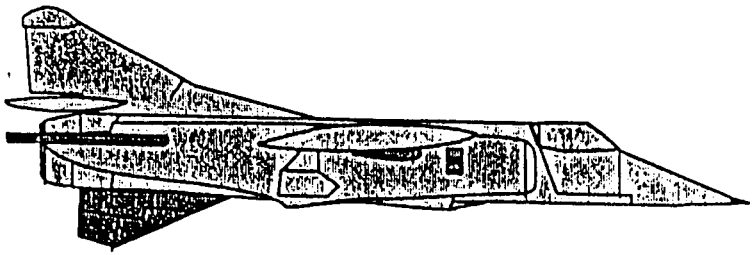
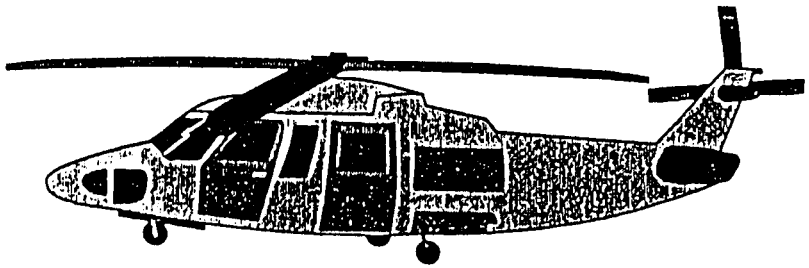
# APPENDIX G

# NAVY BSAT
# CAPACITY FORMULA DATA

# TRAINING AIR STATIONS





## Configuration Modeling
## Initial Results

FNCI (3)

# FY 2001 PTR/NFOTR Requirements

| Training | DON | USCG/FMS | USAF* | Total |
|---|---|---|---|---|
| Primary Pilot | 1004 | 204 | (100) | 1208 |
| Int E2/C2 | 40 | 0 | 0 | 40 |
| Adv E2/C2 | 36 | 0 | 0 | 36 |
| Int Maritime | 179 | 57 | 0 | 236 |
| Adv Maritime | 149* | 59 | 150 | 358 |
| Int Helo | 390 | 103 | 0 | 493 |
| Adv Helo | 376 | 103 | 0 | 479 |
| Strike | 306 | 30 | 0 | 336 |
| Primary NFO | 408 | 57 | 369 | 834 |
| Int NFO | 252 | 42 | 150 | 444 |
| Advance NFO | 173 | 40 | 92 | 305 |

** Reflects consolidation of fixed-wing flight training i.a.w., OSD Memo 24 October 1994*

# Runway Capacity

- Capacity Measure -- annual number of daylight runway operations (i.e., take-offs, landings, and touch-and-goes)
- Formula

  *Runway ops/yr = Flying days/yr x Daylight hours/day x Runway ops/hr*
- Data
  - Annual number of training days - 237 days
  - Average number of daylight hours/day - 12.1 hours
  - Runway hourly capacity (ops/hour)
    - Based on FAA model
    - Depends on mix of light and heavy aircraft

# Runway Capacities
## Annual Daylight Runway Operations

| Air Station | Operations |
|---|---|
| Corpus Christi | 817,548 |
| Kingsville | 377,873 |
| Meridian | 377,991 |
| Pensacola | 340,356 |
| Whiting Field | 4,470,460 |

** Includes capacities of assigned out-lying fields

# Daylight Runway Ops Requirements

| Type Training | Runway Ops/Grad* |
|---|---|
| Primary Pilot | 684 |
| Int Maritime/Helo | 65 |
| Int E2/C2 | 400 |
| Adv E2/C2 | 866 |
| Adv Maritme | 496 |
| Adv Helo | 1157 |
| [redacted] | [redacted] |
| Primary NFO | 121 |
| Int NFO | 111 |
| Adv NFO | 90 |

* *Includes overhead (i.e., IUT, NATOPS, attrition, & maintenance)*

# Document Separator

# APPENDIX H

# NAVY-MERIDIAN TEAM PRESENTERS

# NAVY ★ MERIDIAN ★ TEAM

## PRESENTERS

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State of Mississippi

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Director, Navy-Meridian Team
BRAC-91, 93, 95

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Chief of Naval Air Training

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# ASSESSMENT OF FUTURE NOISE AND SAFETY COMPLIANCE AT NAS CORPUS CHRISTI

Prepared for:
**Navy Meridian Team**

Prepared by:
**Samis & Hamilton**
May 1995

Aviation Planning • Environmental Studies • Economic Analysis

## Executive Summary

The consolidation of all T-45 strike training at NAS Kingsville by 1998, coupled with the use of NAS Corpus Christi (NASCC) as an outlying field, would result in adverse and incompatible safety and noise impacts on the community immediately surrounding NASCC. The Navy would be violating both the spirit and letter of its own standards for safety and noise impacts on the civilian community. Civilian land uses which would be affected include Texas A&M University at Corpus Christi on Ward Island and the neighborhood of Flour Bluff, which contains significant residential as well as industrial and business land uses. Current aircraft operational noise levels are estimated to be entirely compatible with the surrounding community land uses with the average day-night sound levels below 65 LDN for the area. Projected sound levels with the transfer of the T-45 would result in severe noise impacts (> 80 LDN) on portions of the Flour Bluff community and adverse incompatible impacts encompassing the entire campus of Texas A&M University at Corpus Christi. Student classrooms, residences, the library, and religious centers are all within the clearly unacceptable range; some are subject to noise levels above 75 LDN.

Furthermore, no analysis was undertaken by the Navy of the proposed base realignment impacts on airport safety and noise zones at Corpus Christi or Kingsville prior to its recommendations for closure and realignment.

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# 1.0 Introduction

## 1.1 Background

During the past several years the Department of Defense has been in the process of redefining its mission, forces requirements, and supporting training programs and military base assets. The reduction of the number of Naval carrier air wings from eleven to ten is the announced rationale for consolidating all Naval strike training at NAS Kingsville. Kingsville would use an outlying field, NAS Corpus Christi (NASCC), to supplement its facilities in order to meet the Pilot Training Rate (PTR) targets. This study was commissioned by the Navy Meridian Team to assess whether the consolidation of the Naval strike training at Kingsville and its associated outlying field, Corpus Christi would comply with the Navy's Air Installation Compatible Use Zone (AICUZ) standards for airport noise and accident potential zones.

## 1.2 1993 Operations at NAS Corpus Christi

Table 1, derived from a 1994 U.S. Navy NOISEMAP dataset[1], provides an account of current operations at NAS Corpus Christi. All Touch and Go (TGO) and Ground Controlled Approaches (GCA) are closed patterns consisting of two operations: an approach and a departure. Appendix A provides additional detail on these operations.

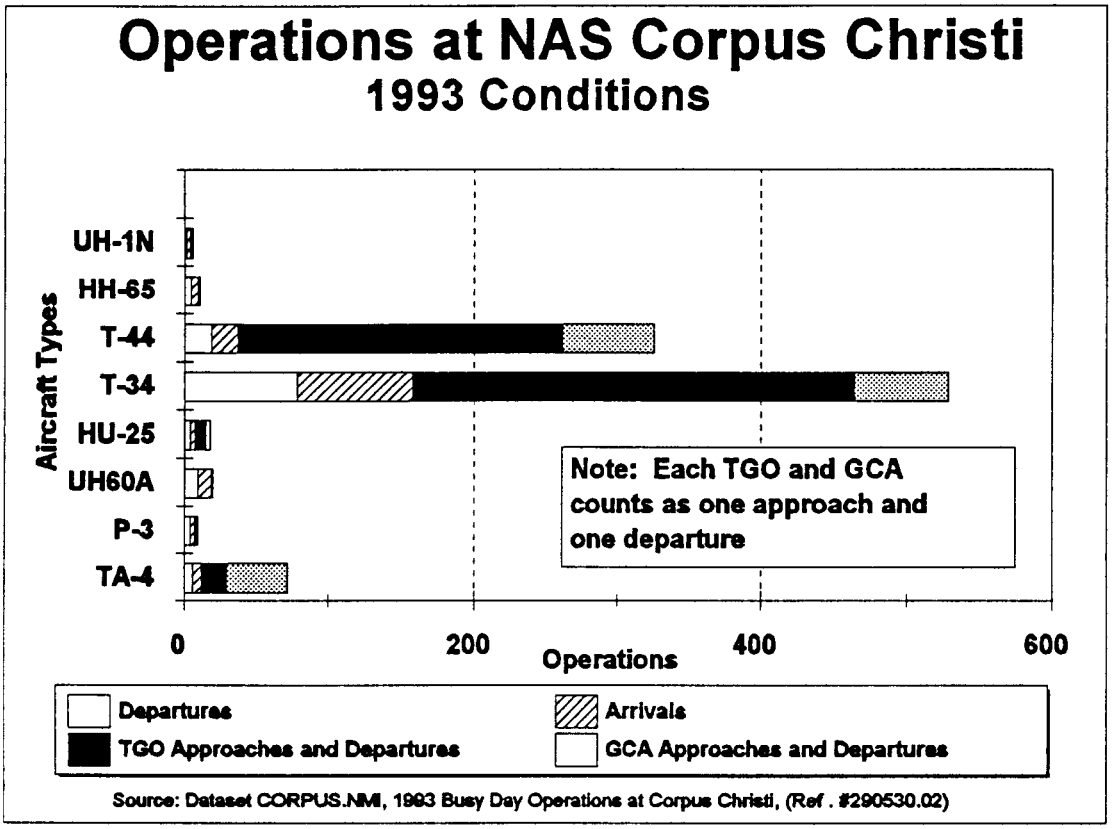
**Table 1 -- 1993 Daily Operations at NAS Corpus Christi**

| Aircraft | Departures | Arrivals | TGO | GCA |
|---|---|---|---|---|
| TA-4 | 5.80 | 5.80 | 8.94 | 20.43 |
| P-3 | 3.76 | 3.67 | 0.00 | 0.00 |
| UH60A | 9.40 | 9.40 | 0.00 | 0.00 |
| HU-25 | 3.80 | 3.77 | 3.72 | 0.93 |
| T-34 | 78.71 | 78.70 | 153.34 | 31.42 |
| T-44 | 18.68 | 18.70 | 112.23 | 31.42 |
| HH-65 | 4.70 | 4.70 | 0.00 | 0.00 |
| UH-1N | 1.86 | 1.90 | 0.00 | 0.00 |
| Totals | 126.71 | 126.64 | 278.23 | 84.20 |
| | Departures | Arrivals | | Operations |
| | 489.14 | 489.07 | | 978.21 |

[1] Dataset CORPUS.NMI, 1993 Busy Day Operations at Corpus Christi, (Ref. number #290530.02) modified by M. Bossi on 3/17/94 from earlier database by Nicholas Miller and Elena Langlois, Harris Miller Miller & Hanson, Inc.

Graphical presentation shows the most important aspects of these operations:

**Figure 1 -- Operations at NAS Corpus Christi**

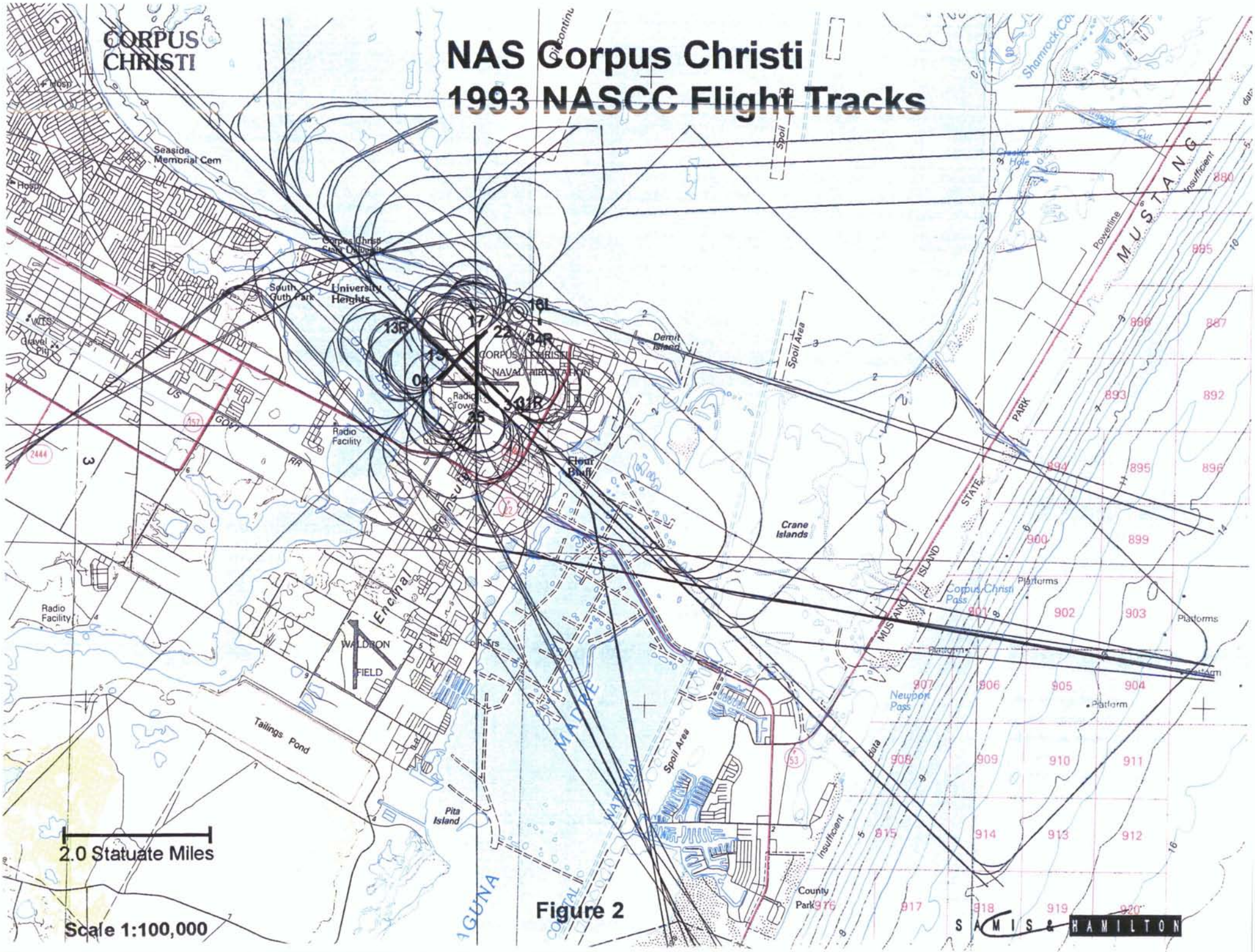



Note both the large number of operations and the fact that most of these operations involve relatively light and quiet aircraft, the T-34 (a small, single engine, propeller trainer), and the T-44 (the military version of the Beech King Air light transport). Because most of the operations are training operations, rather than arrivals and departures, the airspace use around Corpus Christi is complex and intensely utilized. There are two significant consequences from these two facts:

1) Current noise levels can be expected to be quite low.

2) The large number of current operations limits the capacity of the airfield to absorb additional traffic.

Figure 2 illustrates the complex system of flight tracks. The BRAC recommendation requires the removal of the T-34s and T-44s in order to accommodate the T-45s single base siting at NAS Kingsville with the use of NASCC as an auxiliary field.


NAS Corpus Christi
1993 NASCC Flight Tracks
CORPUS CHRISTI
Seaside Memorial Cem
Corpus Christi State University
South Guth Park
University Heights
Gravel Pit
Radio Facility
Radio Tower
CORPUS CHRISTI NAVAL AIR STATION
Demit Island
Spoil Area
Flour Bluff
Crane Islands
Encinal Peninsula
WALDRON FIELD
Tailings Pond
Pita Island
LAGUNA MADRE
Corpus Christi Pass
Newport Pass
Platforms
Platform
MUSTANG ISLAND
STATE PARK
Powerline
Shamrock Cut
Insufficient
County Park
2.0 Statuate Miles
Scale 1:100,000
Figure 2
SAMIS & HAMILTON

## 2.0 Assessment Methodology

### 2.1 Air Installation Compatible Use Zone Program

This assessment utilizes the latest Department of Defense Air Installation Compatible Use Zone (AICUZ) guidance documents and models. The stated goals of the AICUZ program are as follows[2]:

1) to prevent incompatible development, thus promoting public health and safety in areas of high noise and accident potential through the local adoption of compatible land use controls.

2) to protect the operational capability of the air installation from the effects of incompatible land use.

The AICUZ was established in 1973 to respond to growing incompatible urban development (encroachment) around military airfields. The history of this encroachment led to the cessation of flying missions at other bases including Laredo AFB in Texas. The State of Texas is one of only three states that, in the spirit of cooperation, has adopted legislation for planning around airfields. The AICUZ Handbook states that[3]

> ...the most important element to ...the military ... airport noise program was the emphasis placed on working with local government and community planning officials to implement the land use controls <u>necessary</u> to protect the public health, safety, and welfare.

AICUZ is described as having three pillars - noise, height restrictions, and accident potential zones. The noise impacts are developed using the NOISEMAP computer model. The latest versions of the NOISEMAP modeling system were applied (NOISEMAP 6.4, BASEOPS 5.0, NMPLOT 3.01). The height restrictions assure that flight paths are clear of obstructions. The Accident Potential Zone (APZ) is based on an analysis of accidents within 10 nautical miles of an airfield for the period of 1968 - 1980. Three zones are identified, Clear Zone, APZ I, and APZ II. Accident potential on or adjacent to the runway or within the Clear Zone "is so high that few uses are acceptable."[4] APZ I and APZ II land use guidance is based on the following guidelines aimed at preventing uses which:

---

[2] AICUZ Handbook: A Guidance Document for Air Installation Compatible Use Zone Program, Volume 1, AICUZ Program Manager's Guide, (working draft), Washington, D.C.: HQ U.S. Air Force, January 1992, pg. 1-7.

[3] <u>Ibid</u>., pg. 1-12, underline added for emphasis.

[4] <u>Ibid</u>., Volume III: Appendices, pg. III-37.

1. Have high residential density characteristics.

2. Have high labor intensity.

3. Involve above ground explosives, fire, toxic, corrosion, or other hazardous characteristics.

4. Promote population concentrations.

5. Involve utilities and services required for area-wide population, where disruption would have an adverse impact (telephone, gas, etc.).

6. Concentrate people who are unable to respond to emergency situations such as children, elderly, handicapped, etc.

7. Pose hazards to aircraft operations.

The DOD recommendation is to limit the number of people exposed through selective land use planning.

Appendix F of Volume III of the AICUZ Handbook also provides guidelines for determining population density for determining compatibility with the Accident Potential Zones. The guidelines state that the average hourly density should not exceed 25 persons per acre or a maximum of 50 persons per acre at any time.

The dimensions for the accident protection zones are as follows:

| | |
|---|---|
| Clear Zone: | an area 3000 feet long by 3000 feet wide extending outward from the runway threshold. |
| APZ I: | an area extending from 3000 to 8000 feet longitudinally from the runway threshold and 3000 feet wide. |
| APZ II: | an area extending from 8000 to 15,000 feet longitudinally from the runway threshold and 3000 feet wide. |

Table 2 presents, in a simplified form, the AICUZ land use compatibility standards for noise and accident potential. A more detailed description of this table may be found in Appendix C below.

**Table 2 -- AICUZ Land Use Compatibility, Aircraft Noise**

| Generalized Land Use | LDN Contour Level (decibels) | | | |
|---|---|---|---|---|
| | 65-70 | 70-75 | 75-80 | 80-85 |
| Residential | No* | No* | No | No |
| Public and Quasi-public Services | No | No | No | No |
| Public Assembly | No | No | No | No |
| Recreation | Yes | Yes | No | No |
| Agriculture and Mining | Yes | Yes | Yes | Yes |
| Manufacturing | Yes | Yes | Yes | Yes |
| Shopping Districts | Yes | Yes | Yes | No |
| Trade, Business, Offices | Yes | Yes | Yes | No |
| Transportation, Communication, Utilities | Yes | Yes | Yes | No |

* Unless sound attenuation materials are installed.

Source: U. S. Air Force, AICUZ Handbook, Volume III, Appendices (working draft) January 1992.

## 2.2 NOISEMAP Input Assumptions

The NOISEMAP modeling system requires a series of inputs in order to predict the noise exposure levels associated with aircraft activity at a facility. The Navy provided BASEOPS input files for the latest NAS Corpus Christi noise analysis along with NOISEMAP input files for NAS Kingsville and NAF Orange Grove. The Navy did not have an analysis of these bases with the realigned and expanded mission following the BRAC preliminary recommendations.

Naval air strike training operations activity levels, flight profiles, and track descriptions were provided by Navy flight instructors who are knowledgeable in naval strike training requirements and procedures. All other airfield and aircraft activity information was derived directly from Navy-provided computer files (the HMMH/Navy 1993 Busy Day with the TA-4, T-34, and T-44 operations removed). T-45 noise levels are from the NAS Kingsville data and reflect actual measurements conducted by the Navy's contractor. Detailed description of the NOISEMAP inputs are in Appendix B of this report. The first set of projected noise levels are for 1998 at NAS Corpus Christi. Table 3 presents a summary of the 1998 flight activity projected for NASCC. The strike training activity is assumed to be 60 percent T-2Cs and 40 percent T-45 initially with the T-2Cs replaced entirely by T-45s by the year 2003. The number of operations is based on the Pilot Training Rate and associated number of practice operations and hours for strike training (approximately 1700 operations and 250 hours respectively). Annual operations for strike training at NASCC are projected at 130,000 which would convert to 534 for an average busy day (using a 243 day year). Nighttime operations are restricted to only five (5) percent of total operations.

**Table 3 -- NASCC 1998 Flight Activity**

| Aircraft Type | Arrivals | Departures | Closed | Total |
|---|---|---|---|---|
| UH60A | 9.40 | 9.40 | -- | 18.80 |
| P-3A | 3.67 | 3.76 | -- | 7.43 |
| HU-25 | 3.77 | 3.80 | -- | 7.57 |
| T-2C | -- | -- | 154.95 | 309.90 |
| T-45 | -- | -- | 112.26 | 224.52 |
| Misc | 10.47 | 10.36 | -- | 20.83 |
| TOTAL | 27.31 | 27.32 | 267.21 | 589.05 |

*** Closed pattern equals two operations**

Flight tracks for the strike trainer closed pattern operations are displayed in Figure 3.

All strike trainer operations are assumed to be closed patterns with turn radii for arrivals of 0.5 to 0.75 nm depending upon the flap setting. These patterns reflect discussion with pilots and feature extended downwind tracks to accommodate multiple aircraft in the pattern. Left patterns are assumed to be used ninety (90) percent of the time and right patterns only ten (10) percent. Ninety-five (95) percent of all departures are flown in the pattern while five (5) percent are straight out. Similarly, seventy-five (75) percent of all arrivals are made from the pattern while twenty-five (25) percent are ILS and GCA approaches. These straight-in instrument approaches are lumped together in this report as GCA approaches and are assumed to follow the GCA patterns established by Corpus Christi Tower.

The operational assumptions are similar to those used previously for the Navy's Base Realignment and Closure study for NAS Kingsville and its outlying field and the Aircraft Noise Survey conducted for NASCC and its outlying fields.[5] Assumptions incorporated into this study may be even more conservative than the previous studies (1700 vs. 2200 operations per Pilot Training Rate, 5 vs. 5-15 percent night operations, 237 vs. 250 average busy days per year). These new operations are added to a set consisting of all the existing operations, with the exception of the TA-4, T-34, and T-44 operations, which are expected to be either relocated or phased out. There is a proposal to operate CH-53 helicopters from Corpus Christi, using either the helipads or the main runways. Since these helicopters would operate out to sea, they would have little noise impact and are not included in these inputs.

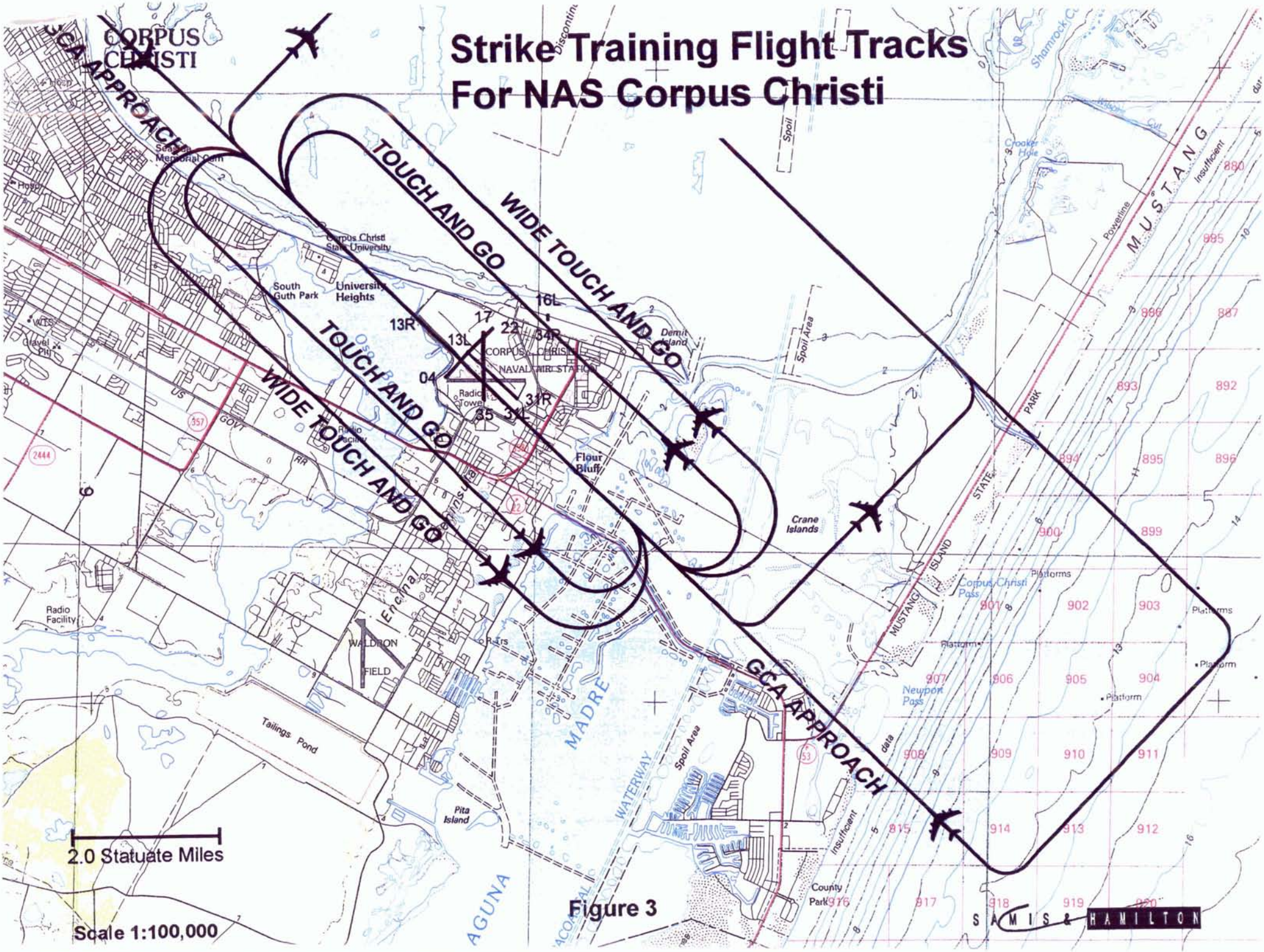
## 2.3 1990 Noise Monitoring Study Findings

The Navy's consultant conducted noise monitoring to ascertain existing community noise levels. The noise measurement findings indicated that only one area is subject to noise levels exceeding LDN 65 and almost all the noise generated at the site was due to the operations of the A-4 aircraft (69.4 of 70.1 LDN). The average busy day predicted sound level was even less, 67 LDN. The average noise level without the A-4 operations should fall to an acceptable level below 65 LDN making NASCC compliant with the AICUZ noise standards. This development would be highly beneficial since a significant number of residences are house trailers which have poor sound insulation and would not have any practical means of sound abatement.

---

[5] (a) Harris Miller Miller & Hanson, Inc., Base Closure Noise Contour Study, Documentation Report of Noise Contours Developed for Naval Air Station Kingsville, Texas, included noise contours for NALF Orange Grove, Texas, NAS Meridian, MI, NOLF Bravo, MS, prepared for NAVFAC, Oct. 1992.

(b) Harris Miller Miller & Hanson, Inc., Aircraft Noise Survey for Naval Air Station Corpus Christi, Texas, and Naval Auxiliary Landing Field Cabaniss, Naval Auxiliary Landing Field Waldron, prepared for NAVFAC, June 1991.


Strike Training Flight Tracks
For NAS Corpus Christi
GCA APPROACH
TOUCH AND GO
WIDE TOUCH AND GO
TOUCH AND GO
WIDE TOUCH AND GO
GCA APPROACH
CORPUS CHRISTI
Corpus Christi State University
South Guth Park
University Heights
CORPUS CHRISTI NAVAL AIR STATION
Radio Tower
Radio Facility
Flour Bluff
Crane Islands
Demit Island
Spoil Area
Spoil
Crooker Hole
Powerline
MUSTANG
ISLAND
STATE
PARK
Corpus Christi Pass
Neuport Pass
Platforms
Platform
Insufficient data
Radio Facility
WALDRON FIELD
Tailings Pond
Pita Island
MADRE
WATERWAY
AGUNA
County Park
13R
13L
17
22
16L
34R
04
31R
35
31L
2.0 Statuate Miles
Scale 1:100,000
Figure 3
SAMIS & HAMILTON

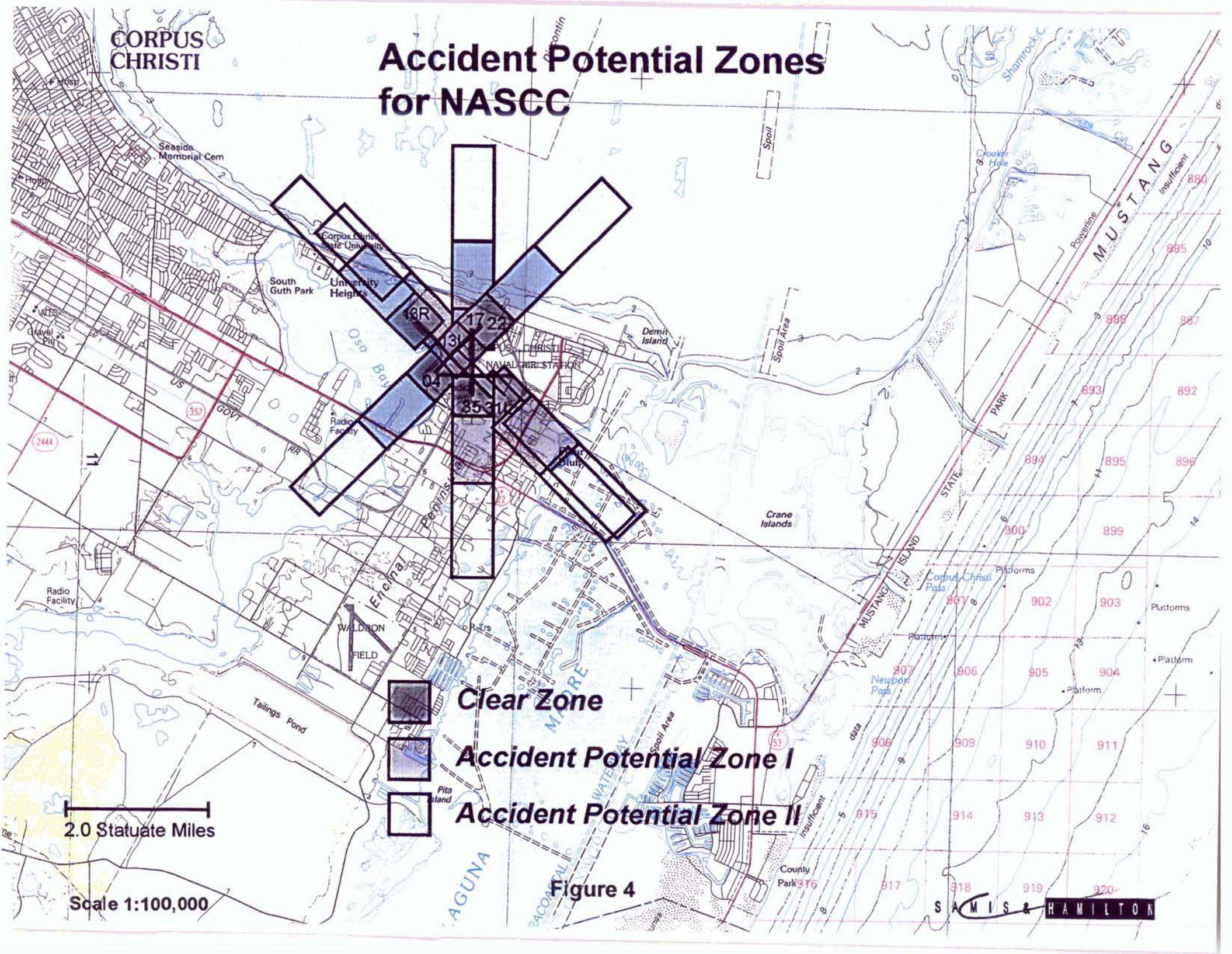
## 3.0 Findings

## 3.1 Accident Protection Zones

As mentioned earlier, current flight operations at NASCC encompass a mix of light propeller aircraft training operations (predominantly T-34 and T-44 closed patterns) along with test flight operations for helicopter repair and maintenance. In addition, the Coast Guard and Drug Enforcement Agency also operate several flights a day. An examination of Figure 4 reveals that about one quarter of the Texas A&M University at Corpus Christi lies within Accident Potential Zones (APZ) I and II. The community of Flour Bluff is almost entirely within Accident Potential Zone I. Neither residential nor educational uses are considered compatible with either of these Accident Potential Zones. Furthermore, there has been a local history of aircraft accidents within and just outside these zones.

The proposed strike training operations introduce a large number of higher performance jet aircraft, resulting in a fundamental change in the character of the air facility. The presence of heavier and faster aircraft will significantly increase the potential risk in the event of an accident. This substantially increased risk will occur over areas where land uses are already incompatible by DOD AICUZ standards.

Texas A&M University has an enrollment of approximately 5,000 students at its Corpus Christi campus. This enrollment has increased in the past few years as the campus was absorbed by Texas A&M and expanded from a two year senior to a full four year institution. As part of this expansion the university is adding hundreds of student housing units. Several campus buildings reside within the Accident Potential Zone including the following: Baptist and Catholic student centers, Driftwood and Sandpiper student apartments, Corpus Christi Hall, Center for the Arts, Student Services Center, Seabreeze Hall, and Warren Hall. Other university buildings and residences are adjacent. It is clear that the Accident Potential Zone standard of 25 persons per hour (one classroom) or a maximum of 50 persons in any hour is violated. Furthermore, the university has undertaken a significant expansion in the past few years with new dormitories under construction in or near the APZ II.


Accident Potential Zones for NASCC
CORPUS CHRISTI
Clear Zone
Accident Potential Zone I
Accident Potential Zone II
2.0 Statuate Miles
Scale 1:100,000
Figure 4
SAMIS & HAMILTON
Seaside Memorial Cem
Corpus Christi State University
South Guth Park
University Heights
NAVAL AIR STATION
Demil Island
Spoil Area
Crane Islands
Radio Facility
WALDRON FIELD
Tailings Pond
Pita Island
Oso Bay
Corpus Christi Pass
Newport Pass
MUSTANG ISLAND
STATE PARK
Powerline
Shamrock C
Croaker Hole
Platforms
County Park
Insufficient data

## 3.2 Airport Noise Compatibility

Under the DOD AICUZ Land Use Compatibility Guidelines, residential land use is not compatible for LDN levels of 65 or above unless there is a demonstrated need for new housing stock which can be shielded by insulation and a detailed evaluation of "noise difficulties" is undertaken. Areas falling within LDN 75 are considered to be absolutely incompatible, with no exceptions. Figure 5, based upon the Navy \ Harris Miller dataset, shows that the baseline operations conducted at NASCC are compatible with the surrounding land uses . These flight operations do not produce community noise impacts of LDN 65 except over a portion of Flour Bluff. With the A-4 operations phased out, as we understand is the current situation, noise levels are far below LDN 65 in both areas. In either case, these levels are a major improvement over those of past periods.

The introduction of a large number of T-2 and/or T-45 operations at NASCC would have a significant adverse impact on the surrounding community, particularly all of both Flour Bluff and the campus of Texas A&M at Corpus Christi (Figure 6). The projected flight operations would raise LDN levels far above previous values going back to 1980. Portions of the Texas A&M campus would be over LDN 75 with the entire campus above LDN 65. Sound levels on the campus would increase approximately ten decibels LDN, a highly significant amount which would require an environmental impact statement and analysis of alternatives. It should be noted here that the nature of the campus has been changing to a more residential one and thus the facility will become more noise sensitive with time.

The impact on the Flour Bluff neighborhood would be even more severe because it is closer in and also underlies the predominant departure path. Essentially <u>all</u> areas north of South Padre Island Drive will experience significantly higher noise levels. Aircraft noise levels exceeding 80 LDN would envelop Flour Bluff and aircraft noise levels above 65 LDN would encompass areas south of the Parker Memorial Park and Wrandsky Park on Graham Road. These areas are zoned primarily residential, although there are pockets of business, special purpose, and industrial uses. Of the housing units which would be adversely affected by the proposed operational change, many are trailer homes, for which effective sound insulation is not possible. Significant portions of this neighborhood would be exposed to aircraft sound levels which are known to adversely affect human health and which, over prolonged exposure, would cause hearing loss. The Navy would be liable for such health effects. No study of any kind had been undertaken to determine what "noise difficulties" would arise.

Noise exposures are expected to remain essentially the same after the full complement of T-45 replaces the T-2s. Figure 7 depicts the year 2003 contours.

## 4.0 Conclusions and Recommendations

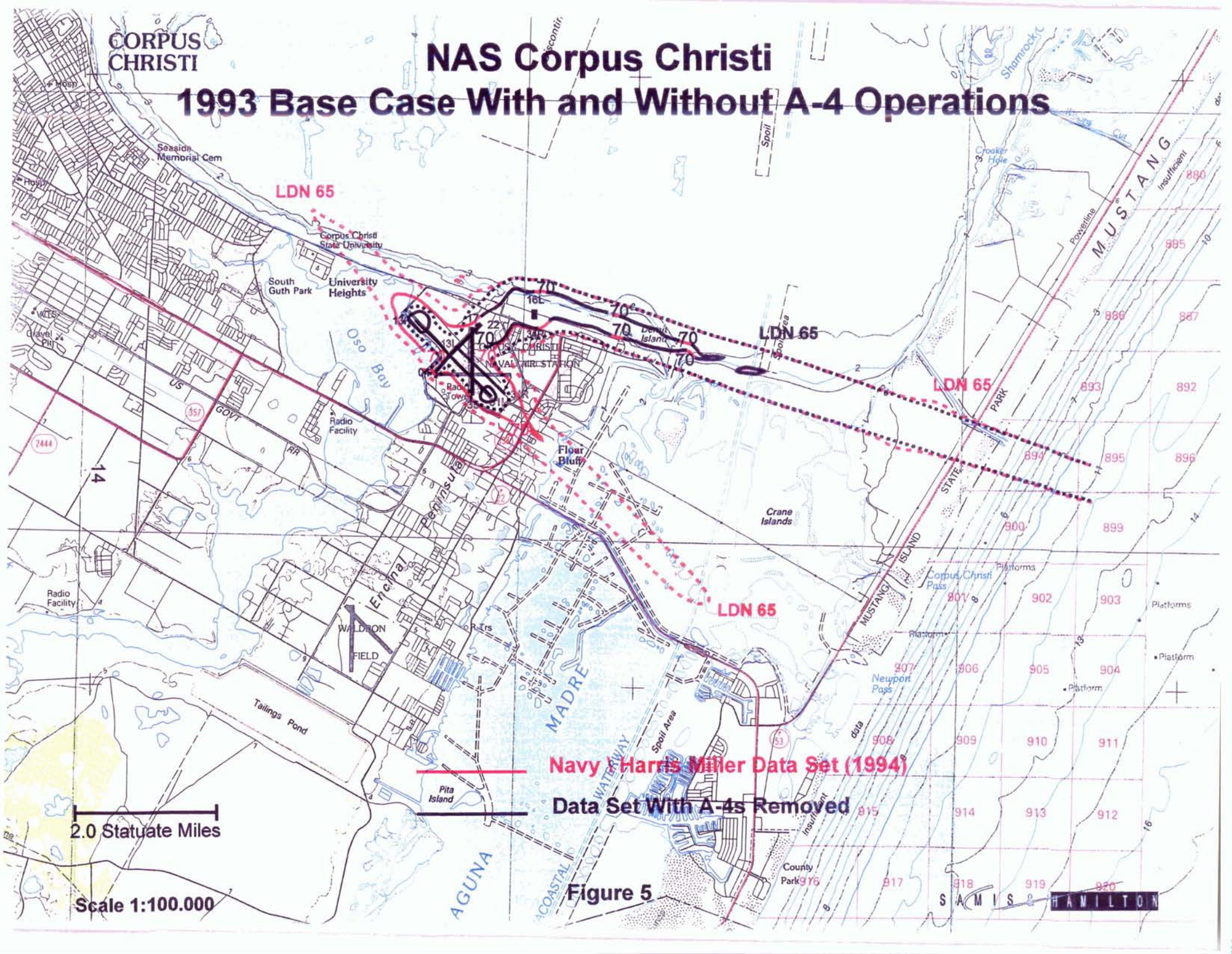
The shifting of the T-45 strike trainer operations to NAS Kingsville and the use of NAS Corpus Christi as the outlying field will result in adverse safety and significant major deleterious and irremediable noise impacts on current land uses near NASCC. The imposition of these additional aircraft operations will result in currently compatible land use being made incompatible. The proposed action would require that a full environmental impact statement be conducted, resulting in the probable need to purchase land in order to mitigate the adverse impacts. Even so, the incompatible land uses resulting from flight paths over a major and expanding public university would remain unaddressed. The Navy would reverse the current favorable trend of environmental improvement in both noise impact and land use compatibility. It has not, at this writing, coordinated the proposed action with the local government.

We make the following recommendations:

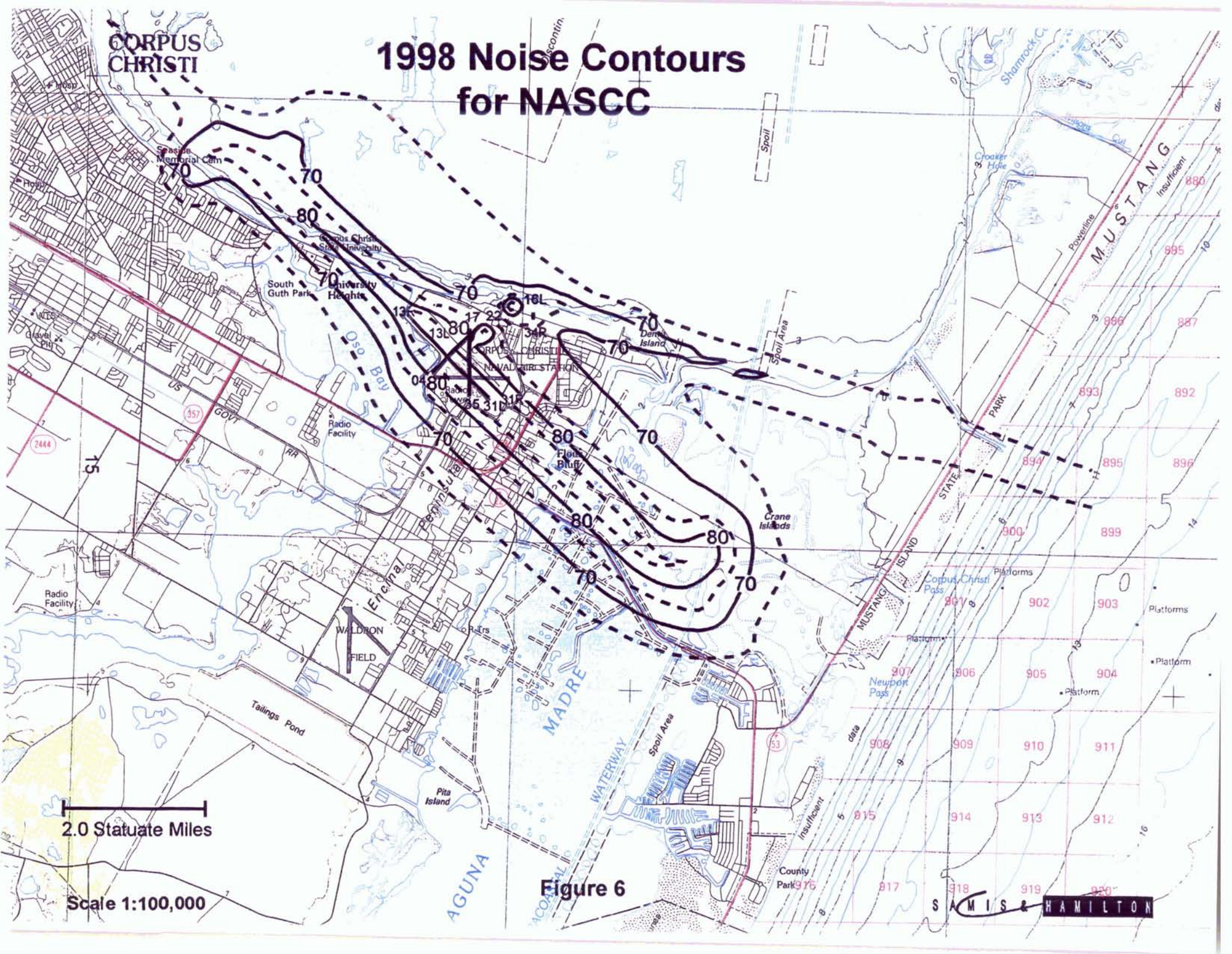
- The Navy should reconsider its recommendation to utilize NASCC as a jet-intensive outlying field as part of the single site operation for T-45s at NAS Kingsville.

- The Navy should abide by its own standards of compatible land use planning and not reverse the recent advances achieved at NASCC.

- The Navy should evaluate all costs associated with the transfer of the complete T-45 operations to NAS Kingsville, including the associated environmental consequences and mitigation costs.


CORPUS CHRISTI
NAS Corpus Christi
1993 Base Case With and Without A-4 Operations
LDN 65
LDN 65
LDN 65
LDN 65
Seaside Memorial Cem
Corpus Christi State University
South Guth Park
University Heights
Oso Bay
Radio Facility
Flour Bluff
Crane Islands
Radio Facility
WALDRON FIELD
Tailings Pond
Pita Island
MADRE
AGUNA
Spoil Area
Spoil
Crocker Hole
Sharrock
Powerline
MUSTANG
Insufficient
Corpus Christi Pass
Newport Pass
Platforms
Platform
County Park
Navy / Harris Miller Data Set (1994)
Data Set With A-4s Removed
2.0 Statuate Miles
Scale 1:100.000
Figure 5
SAMIS
HAMILTON

# 1998 Noise Contours for NASCC



# 2001 Noise Contours for NASCC

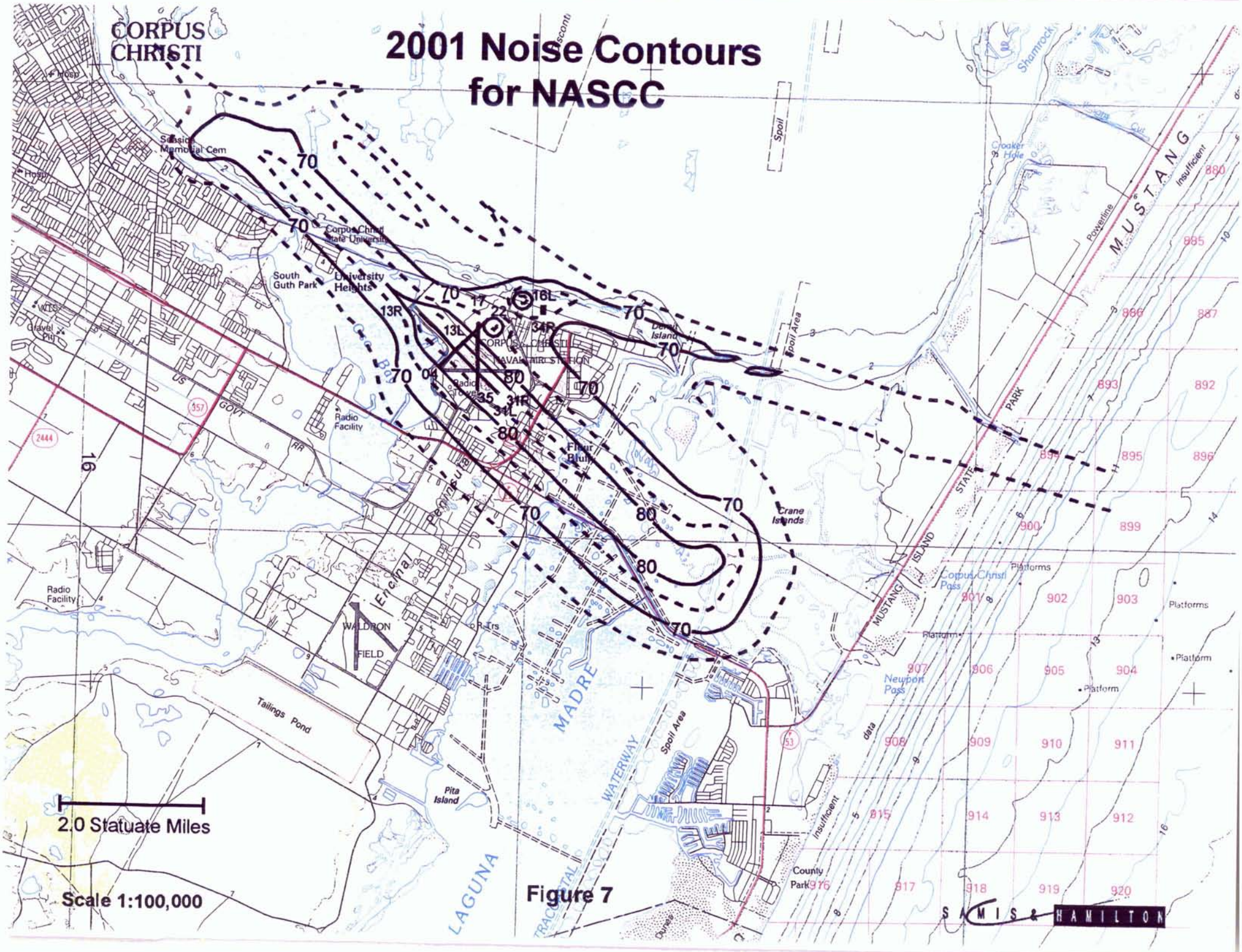



Figure 7

# APPENDIX A
## Baseline Operations at NAS Corpus Christi

## Table A.1
## Current Day Operations at NAS Corpus Christi

| Aircraft | Departures | Arrivals | TGO | GCA |
|---|---|---|---|---|
| | | | | |
| TA-4 | 5.68 | 5.68 | 8.76 | 20.43 |
| P-3 | 3.68 | 3.67 | 0.00 | 0.00 |
| UH60A | 9.21 | 9.21 | 0.00 | 0.00 |
| HU-25 | 3.72 | 3.71 | 3.64 | 0.92 |
| T-34 | 77.13 | 77.12 | 150.28 | 30.79 |
| T-44 | 18.31 | 18.33 | 110.00 | 30.79 |
| HH-65 | 4.61 | 4.61 | 0.00 | 0.00 |
| UH-1N | 1.83 | 1.86 | 0.00 | 0.00 |
| Totals | 124.17 | 124.19 | 272.68 | 82.93 |
| | | | | |
| | Departures | Arrivals | | Operations |
| | 479.78 | 479.80 | | 959.58 |

## Table A.2
## Current Night Operations at NAS Corpus Christi

| Aircraft | Departures | Arrivals | TGO | GCA |
|---|---|---|---|---|
| | | | | |
| TA-4 | 0.12 | 0.12 | 0.18 | 0.00 |
| P-3 | 0.08 | 0.00 | 0.00 | 0.00 |
| UH60A | 0.19 | 0.19 | 0.00 | 0.00 |
| HU-25 | 0.08 | 0.06 | 0.08 | 0.01 |
| T-34 | 1.58 | 1.58 | 3.06 | 0.63 |
| T-44 | 0.37 | 0.37 | 2.23 | 0.63 |
| HH-65 | 0.09 | 0.09 | 0.00 | 0.00 |
| UH-1N | 0.03 | 0.04 | 0.00 | 0.00 |
| Totals | 2.54 | 2.45 | 5.55 | 1.27 |
| | | | | |
| | Departures | Arrivals | | Operations |
| | 9.36 | 9.27 | | 18.63 |

## Table A.3
## 1993 Total Busy Day Operations at NAS Corpus Christi

| Aircraft | Departures | Arrivals | TGO | GCA |
|---|---|---|---|---|
| | | | | |
| TA-4 | 5.80 | 5.80 | 8.94 | 20.43 |
| P-3 | 3.76 | 3.67 | 0.00 | 0.00 |
| UH60A | 9.40 | 9.40 | 0.00 | 0.00 |
| HU-25 | 3.80 | 3.77 | 3.72 | 0.93 |
| T-34 | 78.71 | 78.70 | 153.34 | 31.42 |
| T-44 | 18.68 | 18.70 | 112.23 | 31.42 |
| HH-65 | 4.70 | 4.70 | 0.00 | 0.00 |
| UH-1N | 1.86 | 1.90 | 0.00 | 0.00 |
| Totals | 126.71 | 126.64 | 278.23 | 84.20 |
| | | | | |
| | Departures | Arrivals | | Operations |
| | 489.14 | 489.07 | | 978.21 |

Source:

Dataset CORPUS.NMI, 1993 Busy Day Operations at Corpus Christi, (Ref. number #290530.02) modified by M. Bossi on 3/17/94 from earlier database by Nicholas Miller and Elena Langlois, Harris Miller Miller & Hanson, Inc.

# APPENDIX B
# Operations Inputs for NAS Corpus Christi

NOISEMAP input file (CORPUS.NMI) for additional T-45 and T-2C operations at Corpus Christi.

```
COMMENT ARCHIVED
COMMENT 0
COMMENT INPUT FILE
COMMENT CORP0109.BPS
COMMENT CASE NAME
COMMENT NAS CORPUS CHRISTI - T-2C and T-45, inside/outside test1
AIRFLD50000.  150000. 6.3     19.     1000.                          EAST
      NAS CORPUS CHRISTI - T-2C and T-45, inside/outside test1
COMMENT NAS Corpus Christi
COMMENT Corpus Christi, TX
COMMENT 1993 Baseline
COMMENT
COMMENT NOISEMAP input created by MCM v. 1.0 on Apr 07 1995 at 09:03:02 from:
COMMENT NAS CORPUS CHRISTI - T-2C and T-45, inside/outside test1
COMMENT Created by BASEOPS Version 5.0 on 04-07-1995 at 09:01:56
PROCES
DNL
SAELAT                                                                ON
SPROCE
SPECIF108215. 194867.                                                 1
SPECIF99646.  195718.                                                 2
SPECIF93270.  183032.                                                 3
SPECIF89783.  208371.                                                 4
COMMENT ****************************************************
COMMENT **                  FLYOVER   DATA                  **
COMMENT ****************************************************
SEL     139011       2   122.7   121.1   119.4   117.6   115.8   113.9T-2C     1
COMMENT 139011W0 OMEGA10.8 07 Apr 95 T-2C             160 KTS   73 F   76 PCT
COMMENT 139011W0 TURBOJET         N139031AI
COMMENT 139011W0 TAKEOFF POWER        101.6 % RPM
         111.9   109.8   107.5   105.1   102.6    99.9    97.0    93.9T-2C     2
          90.6    87.2    83.6    79.8    75.7    71.5    67.0    62.1T-2C     3
        139011       1   122.7   121.1   119.2   117.2   114.7   112.2T-2C     4
         109.5   106.7   103.9   101.4    98.8    96.2    93.6    91.0T-2C     5
          88.1    84.8    81.0    76.7    71.2    65.3    58.9    52.3T-2C
SEL     139021       2   107.7   106.1   104.5   102.8   101.0    99.2T-2C     1
COMMENT 139021W0 OMEGA10.8 07 Apr 95 T-2C             160 KTS   73 F   76 PCT
COMMENT 139021W0 TURBOJET         N139051AI N139051AI N139031AI
COMMENT 139021W0 TAKEOFF POWER        72.50 % RPM
          97.3    95.3    93.2    91.1    88.8    86.4    83.9    81.3T-2C     2
          78.5    75.6    72.5    69.2    65.7    62.0    58.1    53.9T-2C     3
        139021       1   107.7   106.1   103.7   101.4    99.0    96.4T-2C     4
          93.9    91.2    88.6    86.2    83.8    81.4    79.0    76.6T-2C     5
          73.9    70.9    67.5    63.7    58.9    53.5    47.8    41.7T-2C
SEL     139031       2   107.7   106.1   104.5   102.8   101.0    99.2T-2C     1
COMMENT 139031W0 OMEGA10.8 07 Apr 95 T-2C             160 KTS   73 F   76 PCT
COMMENT 139031W0 TURBOJET         N139051AI
COMMENT 139031W0 APPROACH POWER       72.50 % RPM
          97.3    95.3    93.2    91.1    88.8    86.4    83.9    81.3T-2C     2
          78.5    75.6    72.5    69.2    65.7    62.0    58.1    53.9T-2C     3
        139031       1   107.7   106.1   103.7   101.4    99.0    96.4T-2C     4
          93.9    91.2    88.6    86.2    83.8    81.4    79.0    76.6T-2C     5
          73.9    70.9    67.5    63.7    58.9    53.5    47.8    41.7T-2C
SEL     553011       2   120.7   119.2   117.6   116.0   114.4   112.7T-45     1
COMMENT 553011W0 OMEGA10.5 13 DEC 91 T-45             130 KTS   59 F   70 PCT
COMMENT 553011W0 (1) F405-RR-400  N553031AI
COMMENT 553011W0 TAKEOFF              100% RPM
         110.9   109.1   107.3   105.3   103.3   101.2    99.0    96.7T-45     2
          94.3    91.7    89.0    86.2    83.1    79.8    76.3    72.5T-45     3
        553011       1   115.7   114.2   111.4   108.9   106.4   104.0T-45     4
         101.5    99.0    96.6    94.4    92.2    90.0    87.9    85.8T-45     5
          83.4    80.8    77.9    74.6    70.4    65.7    60.6    55.1T-45
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SEL      553021       2   104.3   102.8   101.3   101.2    99.0    96.7T-45     1
COMMENT 553021W0 OMEGA10.5 13 DEC 91 T-45            120 KTS   73 F   76 PCT
COMMENT 553021W0 (1) F405-RR-400  N553061AI
COMMENT 553021W0 PATTERN              88% RPM
          95.2    93.5    91.8    90.1    88.3    86.4    84.5    82.4T-45     2
          80.2    77.9    75.4    72.8    70.0    67.0    63.7    60.2T-45     3
        553021       1    99.3    97.8    94.1    90.7    88.2    85.8T-45     4
          83.5    81.3    79.1    77.2    75.2    73.3    71.4    69.5T-45     5
          67.4    65.1    62.5    59.6    55.9    51.6    46.9    41.8T-45
SEL      553031       2   104.8   103.4   101.9   100.4    98.8    97.3T-45     1
COMMENT 553031W0 OMEGA10.5 13 DEC 91 T-45            130 KTS   73 F   76 PCT
COMMENT 553031W0 (1) F405-RR-400  N553051AI
COMMENT 553031W0 APPROACH             88% RPM
          95.7    94.1    92.4    90.7    88.9    87.1    85.2    83.1T-45     2
          81.0    78.8    76.4    73.8    71.1    68.2    65.1    61.8T-45     3
        553031       1    99.8    98.4    94.7    91.1    88.5    86.0T-45     4
          83.7    81.4    79.3    77.3    75.4    73.5    71.6    69.6T-45     5
          67.5    65.2    62.6    59.7    55.9    51.6    46.9    41.8T-45
RUNWAY98540.  203837. 104293. 198187. 0.      0.      3.                13R
FLTTRK30434.  0.      1934.   -90.    20436.  0.      1934.   -90.    TKOF3RG1 *
      74061.  0.      1934.   -90.    20436.  0.      1934.   -90.    TKOF3RG1 *
      43627.  0.                                                      TKOF3RG1
COMMENT T45 GCA box on 13R
TODSCR139.    1.        139001                139001  139011. 30434.   139T2C1 *
      139021. 157519. 139031. 202145.                                  139T2C1
ALTUDE  139001        0.      0.      200.    0.      4000.   700.     139T2C1 *
      30434.  1500.   157519. 1500.   201145. 50.                      139T2C1
AIRSPD  139001        0.      130.    200.    130.    4000.   130.     139T2C1 *
      30434.  160.    157519. 130.    201145. 130.                     139T2C1
CLOSED                                                                 139T2C1
FLIGHT139.    001.    0.      0.                                       139T2C1
COMMENT Long closed pattern to 13R
FLTTRK24304.  0.      3038.   -180.   36456.  0.      3038.   -180.   TKOF3RT5 *
      12152.  0.                                                      TKOF3RT5
COMMENT T-2C closed pattern on 13R
TODSCR139.    2.        139002                139002  139011. 30434.   139T2C3 *
      139031. 93000.                                                   139T2C3
ALTUDE  139002        0.      0.      200.    0.      4000.   700.     139T2C3 *
      30434.  1000.   76380.  1000.   92000.  50.                      139T2C3
AIRSPD  139002        0.      130.    200.    130.    4000.   130.     139T2C3 *
      30434.  160.    76380.  160.    92000.  130.                     139T2C3
CLOSED                                                                 139T2C3
FLIGHT139.    002.    0.      0.      0.                               139T2C3
COMMENT Long closed pattern to 13R
FLTTRK24304.  0.      4557.   -180.   36456.  0.      4557.   -180.   TKOF3RT6 *
      12152.  0.                                                      TKOF3RT6
COMMENT T-2C closed pattern on 13R
TODSCR139.    3.        139003                139003  139011. 30434.   139T2C5 *
      139031. 102544.                                                  139T2C5
ALTUDE  139003        0.      0.      200.    0.      4000.   700.     139T2C5 *
      30434.  1000.   76380.  1000.   101544. 50.                      139T2C5
AIRSPD  139003        0.      130.    200.    130.    4000.   130.     139T2C5 *
      30434.  160.    76380.  160.    101544. 130.                     139T2C5
CLOSED                                                                 139T2C5
FLIGHT139.    003.    0.      0.      0.                               139T2C5
RUNWAY104293. 198187. 98540.  203837. 0.      0.      3.                31L
FLTTRK26213.  0.      1934.   90.     20436.  0.      1934.   90.     TKOF1LG1 *
      74061.  0.      1934.   90.     20436.  0.      1934.   90.     TKOF1LG1 *
      47848.  0.                                                      TKOF1LG1
COMMENT T-2c GCA pattern on 31L
TODSCR139.    4.        139004                139004  139011. 26213.   139T2C2 *
      139031. 202145.                                                  139T2C2
ALTUDE  139004        0.      0.      200.    0.      4000.   700.     139T2C2 *
      26213.  1500.   153298. 1500.   201145. 50.                      139T2C2
AIRSPD  139004        0.      130.    200.    130.    4000.   130.     139T2C2 *
      26213.  160.    153298. 130.    201145. 130.                     139T2C2
```

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CLOSED                                                                  139T2C2
FLIGHT139.    004.    0.      0.      0.                                139T2C2
COMMENT Closed pattern with overhead break on 31L
FLTTRK24304.  0.      3038.   -180.   36456.  0.      3038.   -180.   TKOF1LT5 *
      12152.  0.                                                        TKOF1LT5
TODSCR139.    5.        139005                139005  139011. 30434.   139T2C4 *
      139031. 93000.                                                    139T2C4
ALTUDE  139005        0.      0.      200.    0.      4000.   700.     139T2C4 *
      30434.  1000.   76380.  1000.   92000.  50.                      139T2C4
AIRSPD  139005        0.      130.    200.    130.    4000.   130.     139T2C4 *
      30434.  160.    76380.  160.    92000.  130.                     139T2C4
CLOSED                                                                  139T2C4
FLIGHT139.    005.    0.      0.      0.                                139T2C4
COMMENT Closed pattern with overhead break on 31L
COMMENT (wide)
FLTTRK24304.  0.      4557.   -180.   36456.  0.      4557.   -180.   TKOF1LT6 *
      12152.  0.                                                        TKOF1LT6
TODSCR139.    6.        139006                139006  139011. 30434.   139T2C6 *
      139031. 102544.                                                   139T2C6
ALTUDE  139006        0.      0.      200.    0.      4000.   700.     139T2C6 *
      30434.  1000.   76380.  1000.   101544. 50.                      139T2C6
AIRSPD  139006        0.      130.    200.    130.    4000.   130.     139T2C6 *
      30434.  160.    76380.  160.    101544. 130.                     139T2C6
CLOSED                                                                  139T2C6
FLIGHT139.    006.    0.      0.      0.                                139T2C6
RUNWAY98540.  203837. 104293. 198187. 0.      0.      3.                13R
FLTTRK30434.  0.      1934.   -90.    20436.  0.      1934.   -90.    TKOF3RG1 *
      74061.  0.      1934.   -90.    20436.  0.      1934.   -90.    TKOF3RG1 *
      43627.  0.                                                        TKOF3RG1
COMMENT T45 GCA box on 13R
TODSCR553.    7.        553007                553007  553011. 30434.   553T451 *
      553021. 201145. 553031. 202145.                                   553T451
ALTUDE  553007        0.      0.      200.    0.      4000.   700.     553T451 *
      30434.  1500.   157519. 1500.   201145. 50.                      553T451
AIRSPD  553007        0.      130.    200.    130.    4000.   130.     553T451 *
      30434.  160.    157519. 130.    201145. 130.                     553T451
DSEL    553007        0.      0.7     500.    0.4     3079.   0.4      553T451 *

       4079.  0.0
CLOSED                                                                  553T451
FLIGHT553.    007.    58.62   0.      3.08                              553T451
COMMENT Long closed pattern to 13R
FLTTRK24304.  0.      3038.   -180.   36456.  0.      3038.   -180.   TKOF3RT5 *
      12152.  0.                                                        TKOF3RT5
COMMENT T-45 closed pattern on 13R
TODSCR553.    8.        553008                553008  553011. 30434.   553T453 *
      553021. 92000.  553031. 93000.                                    553T453
ALTUDE  553008        0.      0.      200.    0.      4000.   700.     553T453 *
      30434.  1000.   76380.  1000.   92000.  50.                      553T453
AIRSPD  553008        0.      130.    200.    130.    4000.   130.     553T453 *
      30434.  160.    76380.  160.    92000.  130.                     553T453
DSEL    553008        0.      0.7     500.    0.4     3079.   0.4      553T451 *

       4079.  0.0
CLOSED                                                                  553T453
FLIGHT553.    008.   111.227  0.      7.915                             553T453
COMMENT Long closed pattern to 13R
FLTTRK24304.  0.      4557.   -180.   36456.  0.      4557.   -180.   TKOF3RT6 *
      12152.  0.                                                        TKOF3RT6
COMMENT T-45 closed pattern on 13R
TODSCR553.    9.        553009                553009  553011. 30434.   553T455 *
      553021. 101544. 553031. 102544.                                   553T455
ALTUDE  553009        0.      0.      200.    0.      4000.   700.     553T455 *
      30434.  1000.   76380.  1000.   101544. 50.                      553T455
AIRSPD  553009        0.      130.    200.    130.    4000.   130.     553T455 *
      30434.  160.    76380.  160.    101544. 130.                     553T455
```

```
DSEL    553009        0.      0.7     500.    0.4     3079.   0.4      553T451 *

       4079.  0.0
CLOSED                                                                 553T455
FLIGHT553.    009.    55.613  0       3.958                            553T455
RUNWAY104293. 198187. 98540.  203837. 0.      0.      3.               31L
FLTTRK26213.  0.      1934.   90.     20436.  0.      1934.   90.     TKOF1LG1 *
      74061.  0.      1934.   90.     20436.  0.      1934.   90.     TKOF1LG1 *
      47848.  0.                                                       TKOF1LG1
COMMENT t-45 GCA pattern on 31L
TODSCR553.    10.       553010                  553010  553011. 26213.   553T452 *
      553021. 201145. 553031. 202145.                                   553T452
ALTUDE  553010        0.      0.      200.    0.      4000.   700.     553T452 *
      26213.  1500.   153298. 1500.   201145. 50.                      553T452
AIRSPD  553010        0.      130.    200.    130.    4000.   130.     553T452 *
      26213.  160.    153298. 130.    201145. 130.                     553T452
DSEL    553010        0.      0.7     500.    0.4     3079.   0.4      553T451 *

       4079.  0.0
CLOSED                                                                 553T452
FLIGHT553.    010.    6.52    0.      0.35                             553T452
COMMENT Closed pattern with overhead break on 31L
FLTTRK24304.  0.      3038.   -180.   36456.  0.      3038.   -180.   TKOF1LT5 *
      12152.  0.                                                       TKOF1LT5
TODSCR553.    11.       553011                  553011  553011. 30434.   553T454 *
      553021. 92000.  553031. 93000.                                    553T454
ALTUDE  553011        0.      0.      200.    0.      4000.   700.     553T454 *
      30434.  1000.   76380.  1000.   92000.  50.                      553T454
AIRSPD  553011        0.      130.    200.    130.    4000.   130.     553T454 *
      30434.  160.    76380.  160.    92000.  130.                     553T454
DSEL    553011        0.      0.7     500.    0.4     3079.   0.4      553T451 *

       4079.  0.0
CLOSED                                                                 553T454
FLIGHT553.    011.   12.36    0.      0.675                            553T454
COMMENT Closed pattern with overhead break on 31L
COMMENT (wide)
FLTTRK24304.  0.      4557.   -180.   36456.  0.      4557.   -180.   TKOF1LT6 *
      12152.  0.                                                       TKOF1LT6
TODSCR553.    12.       553012                  553012  553011. 30434.   553T456 *
      553021. 101544. 553031. 102544.                                   553T456
ALTUDE  553012        0.      0.      200.    0.      4000.   700.     553T456 *
      30434.  1000.   76380.  1000.   101544. 50.                      553T456
AIRSPD  553012        0.      130.    200.    130.    4000.   130.     553T456 *
      30434.  160.    76380.  160.    101544. 130.                     553T456
DSEL    553012        0.      0.7     500.    0.4     3079.   0.4      553T451 *

       4079.  0.0
CLOSED                                                                 553T456
FLIGHT553.    012.    6.17    0.      0.462                            553T456
CLEAR                                                                  ALL
COMMENT ******************************************************
COMMENT **                  RUNUP   DATA                    **
COMMENT ******************************************************
AL       08501       0    91.6    89.3    85.8    82.2    79.2    76.0        1
COMMENT 08501W0 OMEGA11.3 07 Apr 95  73 F  76 PCT  29.92 IN HG   CY-085-001 01
COMMENT 08501W0 C-21A                    TFE-731-2-2B             N08504A0
COMMENT 08501W0  MIL PWR                 96.00 % NC      818 C EGT    1719 LBS/HR
          72.6    69.1    65.4    61.8    58.2    54.7    51.4    48.4        2
          45.2    41.9    38.3    34.4    29.6    24.4    19.0    13.5        3
         08501      10    94.8    92.5    89.2    85.7    82.6    79.4        4
          76.2    72.7    69.1    65.7    62.3    58.9    55.8    52.8        5
          49.6    46.2    42.5    38.4    33.5    28.0    22.3    16.4        6
         08501      50    95.7    93.5    90.1    86.7    83.7    80.5        7
          77.2    73.8    70.3    67.1    63.9    60.7    57.6    54.7        8
          51.5    48.2    44.7    40.9    36.3    31.2    26.0    20.8        9
```

```
08501      60    97.9    95.6    92.2    88.8    85.8    82.6          10
 79.3    75.9    72.5    69.2    66.0    62.8    59.8    56.9          11
 53.7    50.3    46.7    42.8    38.0    32.8    27.3    21.9          12
08501      70    97.9    95.7    92.2    88.9    85.8    82.7          13
 79.5    76.3    73.0    70.0    67.0    64.0    61.1    58.2          14
 55.0    51.8    48.2    44.3    39.5    34.2    28.6    23.0          15
08501      80   100.0    97.8    94.6    91.3    88.3    85.1          16
 82.0    78.7    75.4    72.3    69.3    66.2    63.2    60.3          17
 57.0    53.7    50.1    46.1    41.2    35.8    30.1    24.3          18
08501     100   102.4   100.2    96.7    93.3    90.3    87.2          19
 84.2    81.2    78.1    75.3    72.5    69.7    66.9    64.1          20
 61.0    57.7    54.1    50.0    45.1    39.6    33.7    27.6          21
08501     140   109.2   107.1   102.3    97.7    94.5    91.5          22
 88.6    85.9    83.2    80.7    78.1    75.5    73.0    70.3          23
 67.5    64.5    61.3    57.7    53.3    48.5    43.3    38.2          24
08501     160   106.0   104.0    99.1    94.3    91.1    88.0          25
 85.2    82.5    79.9    77.3    74.8    72.3    69.7    67.1          26
 64.2    61.3    58.1    54.6    50.4    45.9    41.2    36.7          27
08501     180    86.0    84.0    79.1    74.3    71.1    68.0          28
 65.2    62.5    59.9    57.3    54.8    52.3    49.7    47.1          29
 44.2    41.3    38.1    34.6    30.4    25.9    21.2    16.7
RNPPAD106056. 204942. 38.                                          MR2
RUDSCR85.     96.     08501                                        HU25MR2
RUNUP 85.     96.     1.      0.      0.      3600.                HU25MR2
CLEAR
CLEAR                                                              ALL
AREA  85.     80.     75.     70.     65.
END
```

NOISEMAP input file for base case. This is the HMMH/Navy file with the A-4s removed to reflect anticipated conditions.

```
COMMENT Following modifications made by M. Bossi to CORPUS.NMI on 3/17/94
COMMENT         Modified to run in NMAP 6.3 --
COMMENT            V52FIL  added
COMMENT            SAELAT...ON added
COMMENT            ALIGN   deleted
COMMENT            ADDGRD  deleted
COMMENT            CLRGRD  deleted
COMMENT            DMPGRD  deleted
COMMENT            LIMITS  deleted
COMMENT            PLOT    deleted
COMMENT            PRINT   deleted
COMMENT            RESET   deleted
COMMENT            WIDTH   deleted
COMMENT            CLEAR   changed to CLEAR...ALL
COMMENT
COMMENT         - Runway, runup pad, and specific point locations were changed
COMMENT         to the x and y coordinates calculated by NMAP63.
COMMENT         - Airfield card coordinates were changed to 50000, 150000.
COMMENT         - Grid spacing was set at 1000 feet.
COMMENT         - Flight tracks names were changed to reflect the adopted
COMMENT         convention and rounded to the nearest foot and degree.
COMMENT         - T-44 touch and go profile for Mission 31 had an incorrect
COMMENT         track cumulative distance and was corrected.
COMMENT         - T-44 touch and go profile for Mission 32 was found to be
COMMENT         incorrect and was modified.
COMMENT         - Four GCA Box Pattern tracks (3LG1, 3RG1, 1LG1, and 1RG1) were
COMMENT         created for the T-34, T-44, A-4, and HU-25 based on a sketch
COMMENT         provided by ATC at Corpus Christi.  Flight profiles for these
COMMENT         tracks were derived from the existing touch and go profiles for
COMMENT         each aircraft.  The old GCA Box Pattern tracks were deleted.
COMMENT         - The UH-60A was chosed to represent the operations at the CCAD,
COMMENT         based on conversations with helo pilots during the site visit,
COMMENT         thus replacing the UH-1N that was originally used.  The flight
COMMENT         profiles for the UH-1N were modified and keyed into Baseops for
COMMENT         the UH-60A.  The SEL decks and descriptors provided by Noisemap
COMMENT         were then placed into this file, thus replacing the original
COMMENT         UH-1N data.
COMMENT         - TOROLL was left on for consistency with what HMMH did.
COMMENT         - All operations numbers were modified to reflect the current
COMMENT         conditions existing at Corpus Christi based on the site visit.
COMMENT         - Pre-flight Runups
COMMENT           - Since a T-34 was used to model the T-44 pre-flight runups, a
COMMENT           ratio based on the thrust produced by each aircraft was
COMMENT           applied to the original duration of 90 seconds.  The modeled
COMMENT           duration is 144 seconds.
COMMENT         - Maintenance Runups
COMMENT           - Since a C-21A was used to model the HU-25 maintenance
COMMENT           runups, a ratio based on the thrust produced by each aircraft
COMMENT           engine was applied to the original duration of 3600 seconds.
COMMENT           The modeled duration is 5400 seconds.
COMMENT           - Since a UH-60A was used to model the HH-65 maintenance
COMMENT           runups, a ratio based on the thrust produced by each aircraft
COMMENT           engine was applied to the original duration of 2700 seconds.
COMMENT           The modeled duration is 1227 seconds.
COMMENT
COMMENT ==========================================================
COMMENT
COMMENT   THIS FILE WAS CREATED UNDER U.S. NAVY SPONSORSHIP BY:
COMMENT
COMMENT           HARRIS MILLER MILLER & HANSON, INC.
COMMENT           429 MARRETT ROAD
COMMENT           LEXINGTON, MA  02173
```

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COMMENT
COMMENT   INQUIRIES SHOULD BE DIRECTED TO:
COMMENT
COMMENT           MR. NICHOLAS P. MILLER
COMMENT           MS. ELENA B. LANGLOIS
COMMENT              (617) 863-1401
COMMENT
COMMENT          PLEASE CITE  FILE NAME : CORPUS
COMMENT                REF. # 290530.02
COMMENT
COMMENT ==========================================================
COMMENT
V52FIL
AIRFLD 50000.  150000. 6.3    19.      1000.                          EAST
      NAS CORPUS CHRISTI, TX - 1993 AVERAGE BUSY DAY OPERATIONS
PROCES
SAELAT                                                                ON
TOROLL                                                                ON
COMMENT ****************** 1990 MEASUREMENT SITES *********************
SPROCE
SPECIF 108215. 194867.                                                FS1
SPECIF  99646. 195718.                                                FS2
SPECIF  93270. 183032.                                                FS3
SPECIF  89783. 208371.                                                FS4
COMMENT
COMMENT ***************************************************************
COMMENT                          T-34C AIRCRAFT
COMMENT ***************************************************************
COMMENT   T-34C NOISE AND PERFORMANCE
COMMENT    SEL PROFILE ADJUSTED BY  -9.0 dB
COMMENT:   INCLUDING -3.0 dB FOR SINGLE ENGINE AIRCRAFT
SEL     934111     2.0    86.9    85.6    84.3    83.0    81.7    80.3HC6100  3
COMMENT: INM AIRCRAFT #69  DHC6    ,NOISEMAP AC NUMBER 934
COMMENT: USED TO MODEL T-34C  DEPARTURES AT 98% (1015 FT-LBS) & 120 KTS
          78.9    77.5    76.1    74.4    73.0    71.4    69.7    68.0HC6100  3
          66.1    64.1    61.8    59.6    57.2    54.5    51.5    48.4HC6100  3
        934111     1.0    84.6    82.8    80.9    78.7    76.5    74.1HC6100  3
          71.5    69.0    66.3    63.3    60.8    58.2    55.9    54.1HC6100  3
          52.2    50.2    47.9    45.7    43.3    40.6    37.6    34.5HC6100
COMMENT    SEL PROFILE INTERPOLATED BETWEEN 1015 & 250 FT-LBS OF TORQUE
SEL     934121     2.0    86.6    85.3    84.0    82.6    81.3    79.8HC6100  3
COMMENT: INM AIRCRAFT #69  DHC6    ,NOISEMAP AC NUMBER 934
COMMENT: USED TO MODEL T-34C  DEPARTURES AT 775 FT-LBS & 120 KTS
          78.5    77.1    75.7    74.0    72.5    70.9    69.2    67.5HC6100  3
          65.5    63.5    61.2    59.0    56.5    53.7    50.5    47.2HC6100  3
        934121     1.0    84.3    82.5    80.6    78.3    76.1    73.6HC6100  3
          71.1    68.6    65.9    62.9    60.3    57.7    55.4    53.6HC6100  3
          51.6    49.6    47.3    45.1    42.6    39.8    36.6    33.0HC6100
COMMENT    SEL PROFILE ADJUSTED BY  -4.2 dB
COMMENT:   INCLUDING  -3.0 dB FOR SINGLE ENGINE AIRCRAFT
SEL     934511     2.0    87.1    85.8    84.4    83.0    81.6    80.2DHC-6    3
COMMENT: INM AIRCRAFT #69  DHC6    ,NOISEMAP AC NUMBER 934
COMMENT: USED TO MODEL T-34C  APPROACH POWER AT 250 FT-LBS & 90 KTS
          78.8    77.4    75.9    74.2    72.7    71.0    69.3    67.5DHC-6    3
          65.5    63.4    61.0    58.7    56.0    53.0    49.4    45.8DHC-6    3
        934511     1.0    84.8    82.9    80.9    78.7    76.5    74.0DHC-6    3
          71.4    68.9    66.1    63.1    60.5    57.8    55.4    53.6DHC-6    3
          51.6    49.5    47.1    44.8    42.1    39.1    35.5    31.9DHC-6
COMMENT    SEL PROFILE ADJUSTED BY  -1.9 dB
COMMENT:   INCLUDING  -3.0 dB FOR SINGLE ENGINE AIRCRAFT
COMMENT    SEL PROFILE ADJUSTED BY  ADDITIONAL -2.2 dB
SEL     934311     2.0    87.2    85.9    84.5    83.1    81.7    80.3DHC-6    3
COMMENT: INM AIRCRAFT #69  DHC6    ,NOISEMAP AC NUMBER 934
COMMENT: USED TO MODEL T-34C  APPROACH POWER AT 550 FT-LBS & 100 KTS
COMMENT: T/G DOWNWIND POWER
          78.9    77.5    76.0    74.3    72.8    71.1    69.4    67.6DHC-6    3
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          65.6    63.5    61.1    58.8    56.1    53.1    49.5    45.9DHC-6    3
        934311     1.0    84.9    83.0    81.0    78.8    76.6    74.1DHC-6    3
          71.5    69.0    66.2    63.2    60.6    57.9    55.5    53.7DHC-6    3
          51.7    49.6    47.2    44.9    42.2    39.2    35.6    32.0DHC-6
COMMENT
COMMENT T34 STRAIGHT CLIMB-OUT DEPARTURES ON ALL RUNWAYS
COMMENT MISSION 11
COMMENT
TODSCR     934      11   93411   93411    2000          934111   12000T34      *
        934121   28000  934111 1000000                              T34
ALTUDE   93411               0       0    1200       0    3700     350T34      *
         12000     500   28000    2500   56750    2500  100000    2500T34
DSEL     93411               0   -2.21    1200     .79    3700     .38T34      *
         12000   -0.35   28000   -1.51   56750   -0.97  100000   -1.51T34
COMMENT
COMMENT T34 STRAIGHT CLIMB-OUT DEPARTURES ON RUNWAYS 13L/R
COMMENT WITH 500' HOLD-DOWN UNTIL JFK CAUSEWAY
COMMENT MISSION 12
COMMENT
TODSCR     934      12   93412   93412    2000          934111    6000T34      *
        934121 1000000                                              T34
ALTUDE   93412               0       0    1200       0    6000     500T34      *
         28000     500   56750    2500  100000    2500                T34
DSEL     93412               0   -2.21    1200     .79    6000    -.35T34      *
         28000   -1.51   56750   -1.51  100000   -1.51                T34
COMMENT
COMMENT STRAIGHT-IN ARRIVALS TO RUNWAYS 13R(A2)/31R/31L/17/35/04
COMMENT MISSION 51
COMMENT
LNDSCR     934      51   93451   93451    2000          934511   30375T34      *
        934121 1000000                                              T34
ALTUDE   93451               0      50   30375    1000  100000    1000T34
DSEL     93451               0     .25   30375   -2.76   31375   -1.51T34      *
        100000   -1.51                                              T34
COMMENT
COMMENT STRAIGHT-IN ARRIVALS TO RUNWAYS 13R(A1) FROM DOWNWIND
COMMENT MISSION 54
COMMENT
LNDSCR     934      54   93454   93454    2000          934511   25514T34      *
        934121 1000000                                              T34
ALTUDE   93454               0      50    6326     800   13719    1000T34      *
         25514    1000  100000    1000                              T34
DSEL     93454               0     .25    6326    -.46   13719    -.46T34      *
         25514   -2.76   26514   -1.51  100000   -1.51                T34
COMMENT
COMMENT OVERHEAD ARRIVAL TO RUNWAYS 13L/22/04/35/17
COMMENT MISSION 52
COMMENT
LNDSCR     934      52   93452   93452    2000          934511    7033T34      *
        934311   16275  934121 1000000                              T34
ALTUDE   93452               0      50    7033     800   13133    1000T34      *
         16275    1000   24416    1000  100000    1000                T34
DSEL     93452               0     .25    7033    -.46    8033     .00T34      *
         13133     .00   16275   -2.30   17275   -1.51   24416   -1.51T34      *
        100000   -1.51                                              T34
COMMENT
COMMENT OVERHEAD ARRIVAL TO RUNWAYS 31L
COMMENT MISSION 53
COMMENT
LNDSCR     934      53   93453   93453    2000          934511    6383T34      *
        934311   17825  934121 1000000                              T34
ALTUDE   93453               0      50    6383     800   14683    1000T34      *
         17825    1000   28966    1000  100000    1000                T34
DSEL     93453               0     .25    6383    -.46    7383     .00T34      *
         14683     .00   17825   -2.30   18825   -1.51   28966   -1.51T34      *
        100000   -1.51                                              T34
```

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COMMENT
COMMENT T34 TOUCH AND GO PATTERNS ON ALL RUNWAYS EXC. RWY 13R/31L
COMMENT MISSION 31
COMMENT
TODSCR     934      31   93431   93431    2000          934111    8142T34      *
         934311   20424  934511   24566                              T34
ALTUDE    93431               0       0     200       0    5000     500T34      *
           8142     800   11283     800   17283     800   20424     400T34      *
          24566      50                                              T34
DSEL      93431               0    1.50     200    1.50    5000     .79T34      *
           8142     .79    9142     .00   11283     .00   17283     .00T34      *
          20424     .46   21424     .00   24566     .25                T34
COMMENT
COMMENT T34 TOUCH AND GO PATTERNS ON RWY 13R/31L
COMMENT MISSION 32
COMMENT
TODSCR     934      32   93432   93432    2000          934111   11342T34      *
         934311   26825  934511   30966                              T34
ALTUDE    93432               0       0     200       0    8200     500T34      *
          11342     800   14483     800   23683     800   26825     400T34      *
          30966      50                                              T34
DSEL      93432               0    1.50     200    1.50    8200     .79T34      *
          11342     .79   12342     .00   14483     .00   23683     .00T34      *
          26825     .46   27825     .00   30966     .25                T34
COMMENT
COMMENT T34 GCA BOX PATTERN ON RUNWAY 13L
COMMENT MISSION 41
COMMENT
TODSCR     934      41   93441   93441                  934111   26800T34      *
         934311  152285  934511  199546                              T34
ALTUDE    93441               0       0     200       0    5000     500T34      *
          26800    1500   39656    1500  152285    1500  199546      50T34
DSEL      93441               0    1.50     200    1.50    5000     .79T34      *
          26800     .79   39656     .00  152285     .00  199546     .25T34
COMMENT
COMMENT T34 GCA BOX PATTERN ON RUNWAY 13R
COMMENT MISSION 42
COMMENT
TODSCR     934      42   93442   93442                  934111   30434T34      *
         934311  157519  934511  201146                              T34
ALTUDE    93442               0       0     200       0    8200     500T34      *
          30434    1500   43690    1500  157519    1500  201146      50T34
DSEL      93442               0    1.50     200    1.50    8200     .79T34      *
          30434     .79   43690     .00  157519     .00  201146     .25T34
COMMENT
COMMENT T34 GCA BOX PATTERN ON RUNWAY 31L
COMMENT MISSION 43
COMMENT
TODSCR     934      43   93443   93443                  934111   26213T34      *
         934311  153298  934511  201146                              T34
ALTUDE    93443               0       0     200       0    8200     500T34      *
          26213    1500   39469    1500  153298    1500  201146      50T34
DSEL      93443               0    1.50     200    1.50    8200     .79T34      *
          26213     .79   39469     .00  153298     .00  201146     .25T34
COMMENT
COMMENT T34 GCA BOX PATTERN ON RUNWAY 31R
COMMENT MISSION 44
COMMENT
TODSCR     934      44   93444   93444                  934111   26800T34      *
         934311  152285  934511  199546                              T34
ALTUDE    93444               0       0     200       0    5000     500T34      *
          26800    1500   39656    1500  152285    1500  199546      50T34
DSEL      93444               0    1.50     200    1.50    5000     .79T34      *
          26800     .79   39656     .00  152285     .00  199546     .25T34
COMMENT
COMMENT GROUP 1: ALL T34 ARRIVALS AND DEPARTURES
```

```
COMMENT**************** LANDINGS ****************
RUNWAY  100000  200000  103564  203544                                  04
FLTTRK300000.0     0.0                                                  LAND04A1
FLIGHT    934.      51           0.77    0.02                          04  04A1
FLTTRK   750.0     0.0 2000.0  180.000  6100.0     0.0 2000.00 180.000LAND04O2 *
       10000.0     0.0 2500.0  -80.000300000.0     0.0                 LAND04O2
FLIGHT    934.      52           1.54    0.03                          04  04O2
RUNWAY  101709  201878  105287  198361                                  13L
FLTTRK   750.0     0.0 2000.00 180.000  6100.0     0.0 2000.00 180.000LAND3LO2 *
       17000.0     0.0 3700.00 110.000300000.0     0.0                 LAND3LO2
FLIGHT    934.      52          15.04    0.31                          13L 3LO2
RUNWAY   98540  203837  104293  198187                                  13R
FLTTRK    40.0     0.0 2003.0 -177.0    7393.0     0.0 7247.0   17.0  LAND3RA1 *
      300000.0     0.0                                                  LAND3RA1
FLIGHT    934.      54          14.75    0.30                          13R 3RA1
FLTTRK  8560.0     0.0 3717.0  111.0  300000.0     0.0                 LAND3RA2
FLIGHT    934.      51           4.92    0.10                          13R 3RA2
RUNWAY  102888  203317  102888  198294                                  17
FLTTRK  7445.0     0.0 3569.0   52.0  300000.0     0.0                 LAND17A1
FLIGHT    934.      51           1.54    0.03                          17  17A1
FLTTRK   750.0     0.0 2000.00-180.000  6100.0     0.0 2000.00-180.000LAND17O2 *
       12700.0     0.0 3700.00  52.000300000.0     0.0                 LAND17O2
FLIGHT    934.      52           5.01    0.10                          17  17O2
RUNWAY  103564  203544  100000  200000                                  22
FLTTRK   750.0     0.0 2000.00-180.000  6100.0     0.0 2000.00-180.000LAND22O2 *
      300000.0     0.0                                                  LAND22O2
FLIGHT    934.      52           0.77    0.02                          22  22O2
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK300000.0     0.0                                                  LAND1LA1
FLIGHT    934.      51           1.30    0.03                          31L 1LA1
FLTTRK  7575.0     0.0 5892.0   36.0  300000.0     0.0                 LAND1LA2
FLIGHT    934.      51           3.33    0.07                          31L 1LA2
FLTTRK   100.0     0.0 2000.00 180.000  8400.0     0.0 2000.00 180.000LAND1LO1 *
       16000.0     0.0 6000.00  36.000300000.0     0.0                 LAND1LO1
FLIGHT    934.      53          13.11    0.27                          31L 1LO1
RUNWAY  105287  198361  101709  201878                                  31R
FLTTRK300000.0     0.0                                                  LAND1RA1
FLIGHT    934.      51          10.80    0.22                          31R 1RA1
RUNWAY  102888  198294  102888  203317                                  35
FLTTRK  5700.0     0.0 6360.0  -26.   300000.0     0.0                 LAND35A1
FLIGHT    934.      51           1.16    0.02                          35  35A1
FLTTRK   750.0     0.0 2000.00 180.000  6100.0     0.0 2000.00 180.000LAND35O2 *
       11000.0     0.0 4900.00 -28.000300000.0     0.0                 LAND35O2
FLIGHT    934.      52           3.08    0.06                          35  35O2
COMMENT**************** TAKEOFFS ****************
RUNWAY  100000  200000  103564  203544                                  04
FLTTRK 15060.0     0.0 5309.0  -48.0  300000.0     0.0                 TKOF04D1
FLIGHT    934.      11           2.31    0.05                          04  04D1
FLTTRK 15165.0     0.0 5045.0   43.0  300000.0     0.0                 TKOF04D2
FLIGHT    934.      11           2.31    0.05                          04  04D2
RUNWAY  101709  201878  105287  198361                                  13L
FLTTRK 21981.0     0.0 8793.0  -36.0  300000.0     0.0                 TKOF3LD1
FLIGHT    934.      12          35.48    0.72                          13L 3LD1
RUNWAY   98540  203837  104293  198187    3400                          13C
FLTTRK 27981.0     0.011932.0  -39.0  300000.0     0.0                 TKOF3CD1
FLIGHT    934.      12          14.65    0.30                          13C 3CD1
RUNWAY  102888  203317  102888  198294                                  17
FLTTRK  5001.0     0.0 9982.0  -78.0  300000.0     0.0                 TKOF17D3
FLIGHT    934.      11           4.63    0.09                          17  17D3
RUNWAY  103564  203544  100000  200000                                  22
FLTTRK  5268.0     0.0 7226.0 -125.0  300000.0     0.0                 TKOF22D3
FLIGHT    934.      11           0.77    0.02                          22  22D3
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK 20199.0     0.0 7031.0   43.0  300000.0     0.0                 TKOF1LD2
FLIGHT    934.      11           0.93    0.02                          31L 1LD2
FLTTRK 12298.0     0.0 5484.0  133.0  300000.0     0.0                 TKOF1LD4
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FLIGHT     934.      11            2.16    0.04                          31L 1LD4
RUNWAY  105287  198361  101709  201878                                  31R
FLTTRK 20197.0     0.0 6010.0    44.0  300000.0     0.0                 TKOF1RD1
FLIGHT     934.      11            1.85    0.04                          31R 1RD1
FLTTRK 12190.0     0.0 4595.0   133.0  300000.0     0.0                 TKOF1RD3
FLIGHT     934.      11            4.32    0.09                          31R 1RD3
RUNWAY  102888  198294  102888  203317                                  35
FLTTRK300000.0     0.0                                                   TKOF35D1
FLIGHT     934.      11            3.86    0.08                          35  35D1
FLTTRK 15032.0     0.0 4984.0    88.0  300000.0     0.0                 TKOF35D2
FLIGHT     934.      11            3.86    0.08                          35  35D2
COMMENT
COMMENT GROUP 2: ALL T34 TOUCH AND GO PATTERNS
COMMENT*************** TAKEOFFS ***************
RUNWAY  100000  200000  103564  203544                                  04
FLTTRK  5000.0     0.0 2000.00-180.000  6000.0     0.0 2000.00-180.000TKOF04T2 *
        1000.0     0.0                                                   TKOF04T2
FLIGHT     934.      31            9.02    0.18                          04  04T2
RUNWAY  101709  201878  105287  198361                                  13L
FLTTRK  5000.0     0.0 2000.00-180.000  6000.0     0.0 2000.00-180.000TKOF3LT1 *
        1000.0     0.0                                                   TKOF3LT1
FLIGHT     934.      31           69.13    1.41                          13L 3LT1
RUNWAY   98540  203837  104293  198187                                  13R
FLTTRK  8200.0     0.0 2000.00 180.000  9200.0     0.0 2000.00 180.000TKOF3RT2 *
        1000.0     0.0                                                   TKOF3RT2
FLIGHT     934.      32           28.55    0.58                          13R 3RT2
RUNWAY  102888  203317  102888  198294                                  17
FLTTRK  5000.0     0.0 2000.00 180.000  6000.0     0.0 2000.00 180.000TKOF17T2 *
        1000.0     0.0                                                   TKOF17T2
FLIGHT     934.      31            9.02    0.18                          17  17T2
RUNWAY  103564  203544  100000  200000                                  22
FLTTRK  5000.0     0.0 2000.00 180.000  6000.0     0.0 2000.00 180.000TKOF22T2 *
        1000.0     0.0                                                   TKOF22T2
FLIGHT     934.      31            1.50    0.03                          22  22T2
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK  8200.0     0.0 2000.00-180.000  9200.0     0.0 2000.00-180.000TKOF1LT4 *
        1000.0     0.0                                                   TKOF1LT4
FLIGHT     934.      32            6.01    0.12                          31L 1LT4
RUNWAY  105287  198361  101709  201878                                  31R
FLTTRK  5000.0     0.0 2000.00 180.000  6000.0     0.0 2000.00 180.000TKOF1RT2 *
        1000.0     0.0                                                   TKOF1RT2
FLIGHT     934.      31           12.02    0.25                          31R 1RT2
RUNWAY  102888  198294  102888  203317                                  35
FLTTRK  5000.0     0.0 2000.00-180.000  6000.0     0.0 2000.00-180.000TKOF35T2 *
        1000.0     0.0                                                   TKOF35T2
FLIGHT     934.      31           15.03    0.31                          35  35T2
COMMENT
COMMENT GROUP 3: ALL T34 GCA BOX PATTERNS
COMMENT*************** TAKEOFFS ***************
RUNWAY  101709  201878  105287  198361                                  13L
FLTTRK 26800.0     0.0 1934.0   -90.0   19636.0     0.0 1934.0   -90.0  TKOF3LG1 *
       74061.0     0.0 1934.0   -90.0   19636.0     0.0 1934.0   -90.0  TKOF3LG1 *
       47261.0     0.0                                                   TKOF3LG1
FLIGHT     934.      41           18.47    0.38                          13L 3LG1
RUNWAY   98540  203837  104293  198187                                  13R
FLTTRK 30434.0     0.0 1934.0   -90.0   20436.0     0.0 1934.0   -90.0  TKOF3RG1 *
       74061.0     0.0 1934.0   -90.0   20436.0     0.0 1934.0   -90.0  TKOF3RG1 *
       43627.0     0.0                                                   TKOF3RG1
FLIGHT     934.      42            7.70    0.16                          13L 3RG1
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK 26213.0     0.0 1934.0    90.0   20436.0     0.0 1934.0    90.0  TKOF1LG1 *
       74061.0     0.0 1934.0    90.0   20436.0     0.0 1934.0    90.0  TKOF1LG1 *
       47848.0     0.0                                                   TKOF1LG1
FLIGHT     934.      43            1.54    0.03                          13L 1LG1
RUNWAY  105287  198361  101709  201878                                  31R
FLTTRK 26800.0     0.0 1934.0    90.0   19636.0     0.0 1934.0    90.0  TKOF1RG1 *
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       74061.0     0.0 1934.0   90.0   19636.0     0.0 1934.0   90.0  TKOF1RG1 *
       47261.0     0.0                                                TKOF1RG1
FLIGHT    934.      44           3.08    0.06                        13L 1RG1
CLEAR                                                                 ALL
COMMENT
COMMENT ************************************************************
COMMENT                          T-44 AIRCRAFT
COMMENT ************************************************************
COMMENT    T-44 NOISE AND PERFORMANCE
SEL     944111     2.0    86.0    84.7    83.4    82.1    80.8    79.4HC6100  3
COMMENT: SEL PROFILE ADJUSTED BY  -9.9 dB
COMMENT: INM AIRCRAFT #69  DHC6    ,NOISEMAP AC NUMBER 944
COMMENT: USED TO MODEL T-44A  DEPARTURES AT 1520 FT-LBS (98%) 130 KTS
          78.0    76.6    75.2    73.5    72.1    70.5    68.8    67.1HC6100  3
          65.2    63.2    60.9    58.7    56.3    53.6    50.6    47.5HC6100  3
        944111     1.0    83.7    81.9    80.0    77.8    75.6    73.2HC6100  3
          70.6    68.1    65.4    62.4    59.9    57.3    55.0    53.2HC6100  3
          51.3    49.3    47.0    44.8    42.4    39.7    36.7    33.6DHC6100
SEL     944121     2.0    84.3    83.0    81.6    80.3    78.9    77.5DHC6100 3
COMMENT: INM AIRCRAFT #69  DHC6    ,NOISEMAP AC NUMBER 944
COMMENT: USED TO MODEL T-44A  CRUISE AT 900 FT-LBS  130 KTS
COMMENT: INTERPOLATED BETWEEN 1520 FT-LBS AND 600 FT-LBS
          76.1    74.7    73.2    71.5    70.1    68.4    66.7    64.9HC6100  3
          63.0    60.9    58.5    56.3    53.7    50.8    47.3    43.9HC6100  3
        944121     1.0    82.0    80.2    78.2    76.0    73.7    71.3HC6100  3
          68.7    66.2    63.4    60.4    57.9    55.2    52.9    51.0HC6100  3
          49.1    47.0    44.6    42.4    39.8    36.9    33.4    30.0DHC6100
SEL     944511     2.0    89.6    88.3    86.9    85.5    84.1    82.7DHC-6   3
COMMENT: INM AIRCRAFT #69  DHC6    ,NOISEMAP AC NUMBER 944
COMMENT: USED TO MODEL T-44A  APPROACH POWER AT 300 FT-LBS  100 KTS
COMMENT: SEL PROFILE ADJUSTED BY  -1.7 dB
          81.3    79.9    78.4    76.7    75.2    73.5    71.8    70.0DHC-6    3
          68.0    65.9    63.5    61.2    58.5    55.5    51.9    48.3DHC-6    3
        944511     1.0    87.3    85.4    83.4    81.2    79.0    76.5DHC-6    3
          73.9    71.4    68.6    65.6    63.0    60.3    57.9    56.1DHC-6    3
          54.1    52.0    49.6    47.3    44.6    41.6    38.0    34.4DHC-6
SEL     944311     2.0    83.8    82.5    81.1    79.7    78.3    76.9DHC-6    3
COMMENT: INM AIRCRAFT #69  DHC6    ,NOISEMAP AC NUMBER 944
COMMENT: USED TO MODEL T-44A  T/G DOWNWIND POWER AT 600 FT-LBS 120 KTS
COMMENT: SEL PROFILE ADJUSTED BY  -7.5 dB
          75.5    74.1    72.6    70.9    69.4    67.7    66.0    64.2DHC-6    3
          62.2    60.1    57.7    55.4    52.7    49.7    46.1    42.5DHC-6    3
        944311     1.0    81.5    79.6    77.6    75.4    73.2    70.7DHC-6    3
          68.1    65.6    62.8    59.8    57.2    54.5    52.1    50.3DHC-6    3
          48.3    46.2    43.8    41.5    38.8    35.8    32.2    28.6DHC-6
COMMENT
COMMENT T44 STRAIGHT CLIMB-OUT DEPARTURES ON ALL RUNWAYS
COMMENT MISSION 11
COMMENT
TODSCR     944      11   94411   94411    2000          944111 1000000DHC6
ALTUDE   94411               0       0    1200       0    6000     500DHC6     *
         25000    2500   35000    2500   54483   10000  100000   20000DHC6
DSEL     94411               0   -2.30    1200    1.36    6000    -.62  DHC6TO *
                         25000   -1.16   35000   -1.16                  DHC6TO
COMMENT
COMMENT T44 STRAIGHT CLIMB-OUT DEPARTURES ON RUNWAYS 13L/R
COMMENT WITH 500' HOLD-DOWN UNTIL JFK CAUSEWAY
COMMENT MISSION 12
COMMENT
TODSCR     944      12   94412   94412    2000          944111   12000T34      *
        944121   28000  944111 1000000                              T34
ALTUDE   94412               0       0    1200       0    3700     350T34      *
         12000     500   28000     500   40000    2500  100000    2500T34
DSEL     94412               0   -1.86    1200    1.14    3700     .73T34      *
         12000     .00   28000   -1.17   40000   -0.62  100000   -1.17T34
COMMENT
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COMMENT STRAIGHT-IN ARRIVALS TO RUNWAYS 17/35/04/22/31R AND TO
COMMENT RUNWAYS 13R(A2&I1)/31L(A3&A4)
COMMENT MISSION 51
COMMENT
LNDSCR     944      51           94451    2000          944511 1000000DHC6
DSEL     94451               0     .00    6080    -.79   18240   -2.30T44      *
         19240   -1.17  100000   -1.41                                  T44
COMMENT
COMMENT STRAIGHT-IN ARRIVALS TO RUNWAYS 13R(A1) & 31L(I1) FROM DOWNWIND
COMMENT MISSION 54
COMMENT
LNDSCR     944      54   94454   94454    2000          944511    6320T44      *
        944121 1000000                                                 T44
ALTUDE   94454               0      50    6326     800   13719    1000T44      *
         25514    1000  100000    1000                                  T44
DSEL     94454               0     .00    6326     .00   13719     .00T44      *
         25514   -2.30   26514   -1.17  100000   -1.17                  T44
COMMENT
COMMENT OVERHEAD ARRIVAL TO RUNWAYS 13L/22/04/35/17
COMMENT MISSION 52
COMMENT
LNDSCR     944      52   94452   94452    2000          944511   13942T44_OH   *
        944121 1000000                                                 T44_OH
ALTUDE   94452               0      50     750     400    7033     800T44_OH   *
         13942    1000   18566    1000   40320    1000   46396    1500T44_OH   *
         70000    1500                                                 T44_OH
DSEL     94452               0     .00     750    -.79    7033    -.79T44_OH   *
         13942   -1.76   14942    -.62   18566   -1.17   40320   -1.41T44_OH
COMMENT
COMMENT OVREHEAD ARRIVAL TO RUNWAY 31L
COMMENT MISSION 53
COMMENT
LNDSCR     944      53   94453   94453    2000          944511   16493T44_OH   *
        944121 1000000                                                 T44_OH
ALTUDE   94453               0      50     700     400    6983     800T44_OH   *
         16493    1000   18566    1000   42870    1000   48946    1500T44_OH   *
         80000    1500                                                 T44_OH
DSEL     94453               0     .00     700    -.79    6983    -.79T44_OH   *
         16493   -1.76   17493    -.62   18566   -1.17   42870   -1.41T44_OH
COMMENT
COMMENT T-44 TOUCH AND GO PATTERNS ON ALL RUNWAYS EXC. RWY 13R/31L
COMMENT MISSION 31
COMMENT
TODSCR     944      31   94431   94431    2000          944111   10084T44 T/G  *
        944311   25352  944511   30536                                  T44
ALTUDE   94431               0       0     200       0    6000     500T44      *
         10084     800   21268     800   25352     500   30536      50T44
DSEL     94431               0    1.36     200    1.14    6000     .00T44      *
         10084     .00   11084    -.35   21268     .00   25352     .38T44      *
         26352    -.41   30536     .22                                  T44
COMMENT
COMMENT T-44 TOUCH AND GO PATTERNS ON RWY 13R/31L
COMMENT MISSION 32
COMMENT
TODSCR     944      32   94432   94432    2000          944111   13941T44 T/G  *
        944311   33423  944511   38965                                  T44
ALTUDE   94432       0       0       0     200       0    9700     500T44      *
         13941     800   29182     800   33423     500   38965      50T44
DSEL     94432               0    1.36     200    1.14    9700     .00T44      *
         13941     .00   14941    -.35   29182     .00   33423     .38T44      *
         34423    -.41   38965     .22                                  T44
COMMENT
COMMENT T-44 GCA BOX PATTERN ON RUNWAY 13L
COMMENT MISSION 41
COMMENT
TODSCR     944      41   94441   94441                 944111   26800T44      *
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        944311  152285  944511  199546                                  T44
ALTUDE   94441               0       0     200       0    6000     500T44      *
         26800    1500  152285    1500  199546      50                T44
DSEL     94441               0    1.36     200    1.14    6000     .00T44      *
         26800     .00  152285     .00  199546     .22                T44
COMMENT
COMMENT T-44 GCA BOX PATTERN ON RUNWAY 13R
COMMENT MISSION 42
COMMENT
TODSCR     944      42   94442   94442                  944111   30434T44      *
        944311  157519  944511  201146                                  T44
ALTUDE   94442               0       0     200       0    9700     500T44      *
         30434    1500  157519    1500  201146      50                T44
DSEL     94442               0    1.36     200    1.14    9700     .00T44      *
         30434     .00  157519     .00  201146     .22                T44
COMMENT
COMMENT T-44 GCA BOX PATTERN ON RUNWAY 31L
COMMENT MISSION 43
COMMENT
TODSCR     944      43   94443   94443                  944111   26213T44      *
        944311  153298  944511  201146                                  T44
ALTUDE   94443               0       0     200       0    9700     500T44      *
         26213    1500  153298    1500  201146      50                T44
DSEL     94443               0    1.36     200    1.14    9700     .00T44      *
         26213     .00  153298     .00  201146     .22                T44
COMMENT
COMMENT T-44 GCA BOX PATTERN ON RUNWAY 31R
COMMENT MISSION 44
COMMENT
TODSCR     944      44   94444   94444                  944111   26800T44      *
        944311  152285  944511  199546                                  T44
ALTUDE   94444               0       0     200       0    6000     500T44      *
         26800    1500  152285    1500  199546      50                T44
DSEL     94444               0    1.36     200    1.14    6000     .00T44      *
         26800     .00  152285     .00  199546     .22                T44
COMMENT
COMMENT GROUP 4: ALL T44 ARRIVALS AND DEPARTURES
COMMENT**************** LANDINGS ****************
RUNWAY  100000  200000  103564  203544                                  04
FLTTRK300000.0     0.0                                                  LAND04A1
FLIGHT    944.      51           0.25    0.01                           04  04A1
FLTTRK   750.0     0.0 2000.0  180.000  2700.0     0.0 2000.00 180.000LAND04O1 *
        8000.0     0.0 2500.0  -80.000300000.0     0.0                 LAND04O1
FLIGHT    944.      52           0.22    0.00                           04  04O1
FLTTRK  3146.0     0.0 4139.0   45.0  300000.0     0.0                 LAND04A2
FLIGHT    944.      51           0.07    0.00                           04  04A2
RUNWAY  101709  201878  105287  198361                                  13L
FLTTRK   750.0     0.0 2000.00 180.000  2700.0     0.0 2000.00 180.000LAND3LO1 *
       14000.0     0.0 3700.00 110.000300000.0     0.0                 LAND3LO1
FLIGHT    944.      52           3.44    0.07                           13L 3LO1
RUNWAY   98540  203837  104293  198187                                  13R
FLTTRK    40.0     0.0 2003.0 -177.0    7393.0     0.0 7247.0   17.0  LAND3RA1 *
      300000.0     0.0                                                  LAND3RA1
FLIGHT    944.      54           2.01    0.04                           13R 3RA1
FLTTRK  8560.0     0.0 3717.0  111.0  300000.0     0.0                 LAND3RA2
FLIGHT    944.      51           2.05    0.04                           13R 3RA2
FLTTRK  6355.0     0.0 4639.0  -82.0  300000.0     0.0                 LAND3RA4
FLIGHT    944.      51           0.72    0.01                           13R 3RA4
RUNWAY  102888  203317  102888  198294                                  17
FLTTRK  7445.0     0.0 3569.0   52.0  300000.0     0.0                 LAND17A1
FLIGHT    944.      51           0.84    0.02                           17  17A1
FLTTRK   750.0     0.0 2000.00-180.000  2700.0     0.0 2000.00-180.000LAND17O1 *
       10500.0     0.0 3700.00  52.000300000.0     0.0                 LAND17O1
FLIGHT    944.      52           0.60    0.01                           17  17O1
FLTTRK  6917.0     0.0 1736.0 -118.0  300000.0     0.0                 LAND17A2
FLIGHT    944.      51           0.25    0.01                           17  17A2
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RUNWAY  103564  203544  100000  200000                                  22
FLTTRK   750.0     0.0 2000.00-180.000  2700.0     0.0 2000.00-180.000LAND22O1 *
      300000.0     0.0                                                 LAND22O1
FLIGHT    944.      52           0.15    0.00                          22  22O1
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK300000.0     0.0                                                 LAND1LA1
FLIGHT    944.      51           0.26    0.01                          31L 1LA1
FLTTRK  7575.0     0.0 5892.0   36.0  300000.0     0.0                 LAND1LA2
FLIGHT    944.      51           0.61    0.01                          31L 1LA2
FLTTRK    40.0     0.0 2000.00 181.0   21095.0     0.0 2484.0  -83.0  LAND1LA3 *
      300000.0     0.0                                                 LAND1LA3
FLIGHT    944.      54           0.65    0.01                          31L 1LA3
FLTTRK   700.0     0.0 2000.00 180.000  5300.0     0.0 2000.00 180.000LAND1LO2 *
       12300.0     0.0 6000.00  36.000300000.0     0.0                 LAND1LO2
FLIGHT    944.      53           2.76    0.06                          31L 1LO2
RUNWAY  105287  198361  101709  201878                                  31R
FLTTRK300000.0     0.0                                                 LAND1RA1
FLIGHT    944.      51           2.61    0.05                          31R 1RA1
RUNWAY  102888  198294  102888  203317                                  35
FLTTRK  5700.0     0.0 6360.0  -26.0  300000.0     0.0                 LAND35A1
FLIGHT    944.      51           0.42    0.01                          35  35A1
FLTTRK   750.0     0.0 2000.00 180.000  2700.0     0.0 2000.00 180.000LAND35O1 *
        7700.0     0.0 4900.00 -28.000300000.0     0.0                 LAND35O1
FLIGHT    944.      52           0.30    0.01                          35  35O1
FLTTRK  2470.0     0.0 1236.0  136.0   16662.0     0.0 2450.0  -84.0  LAND35A2 *
      300000.0     0.0                                                 LAND35A2
FLIGHT    944.      51           0.12    0.00                          35  35A2
COMMENT*************** TAKEOFFS ***************
RUNWAY  100000  200000  103564  203544                                  04
FLTTRK 15060.0     0.0 5309.0  -48.0  300000.0     0.0                 TKOF04D1
FLIGHT    944.      11           0.46    0.01                          04  04D1
FLTTRK 15165.0     0.0 5045.0   43.0  300000.0     0.0                 TKOF04D2
FLIGHT    944.      11           0.47    0.01                          04  04D2
FLTTRK  9679.0     0.0 2394.0 -145.0   15709.0     0.012112.0  -28.0  TKOF04D3 *
      300000.0     0.0                                                 TKOF04D3
FLIGHT    944.      11           0.16    0.00                          04  04D3
RUNWAY  101709  201878  105287  198361                                  13L
FLTTRK 21981.0     0.0 8793.0  -36.0  300000.0     0.0                 TKOF3LD1
FLIGHT    944.      12           8.43    0.17                          13L 3LD1
RUNWAY   98540  203837  104293  198187                                  13R
FLTTRK 11760.0     0.0 4093.0  185.0   20781.0     0.0 2262.0  -88.0  TKOF3RD1 *
      300000.0     0.0                                                 TKOF3RD1
FLIGHT    944.      11           0.52    0.01                          13R 3RD1
FLTTRK 27981.0     0.011932.0  -39.0  300000.0     0.0                 TKOF3RD2
FLIGHT    944.      12           2.96    0.06                          13R 3RD2
RUNWAY  102888  203317  102888  198294                                  17
FLTTRK  9627.0     0.0 7151.0  -80.0  300000.0     0.0                 TKOF17D1
FLIGHT    944.      11           0.93    0.02                          17  17D1
FLTTRK  5601.0     0.0 3554.0  140.0   14004.0     0.0 2271.0  -87.0  TKOF17D2 *
      300000.0     0.0                                                 TKOF17D2
FLIGHT    944.      11           0.16    0.00                          17  17D2
RUNWAY  103564  203544  100000  200000                                  22
FLTTRK 10322.0     0.0 4603.0 -125.0  300000.0     0.0                 TKOF22D1
FLIGHT    944.      11           0.16    0.00                          22  22D1
FLTTRK  8060.0     0.0 2344.0   94.0   10536.0     0.0 2331.0  -87.0  TKOF22D2 *
      300000.0     0.0                                                 TKOF22D2
FLIGHT    944.      11           0.03    0.00                          22  22D2
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK  8232.0     0.0 4203.0  -27.0    7316.0     0.0 6175.0  -55.0  TKOF1LD1 *
      300000.0     0.0                                                 TKOF1LD1
FLIGHT    944.      11           0.11    0.00                          31L 1LD1
FLTTRK 20199.0     0.0 7031.0   43.0  300000.0     0.0                 TKOF1LD2
FLIGHT    944.      11           0.18    0.00                          31L 1LD2
FLTTRK 20115.0     0.0 4436.0  134.0  300000.0     0.0                 TKOF1LD3
FLIGHT    944.      11           0.44    0.01                          31L 1LD3
RUNWAY  105287  198361  101709  201878                                  31R
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FLTTRK 20197.0     0.0 6010.0   44.0  300000.0     0.0                TKOF1RD1
FLIGHT    944.      11           0.44    0.01                         31R 1RD1
FLTTRK 20323.0     0.0 3756.0  135.0  300000.0     0.0                TKOF1RD2
FLIGHT    944.      11           1.03    0.02                         31R 1RD2
RUNWAY  102888  198294  102888  203317                                 35
FLTTRK300000.0     0.0                                                 TKOF35D1
FLIGHT    944.      11           0.77    0.02                         35  35D1
FLTTRK 15032.0     0.0 4984.0   88.0  300000.0     0.0                TKOF35D2
FLIGHT    944.      11           0.79    0.02                         35  35D2
FLTTRK  9749.0     0.0 2007.0  -99.0   11373.0     0.011505.0  -28.0  TKOF35D3 *
      300000.0     0.0                                                 TKOF35D3
FLIGHT    944.      11           0.27    0.01                         35  35D3
COMMENT
COMMENT GROUP 5: ALL T44 TOUCH AND GO PATTERNS
COMMENT**************** TAKEOFFS ****************
RUNWAY  100000  200000  103564  203544                                 04
FLTTRK  6000.0     0.0 2600.00-180.000  7100.0     0.0 2600.00-180.000TKOF04T1 *
        1100.0     0.0                                                 TKOF04T1
FLIGHT    944.      31           6.60    0.13                         04  04T1
RUNWAY  101709  201878  105287  198361                                 13L
FLTTRK  6000.0     0.0 2600.00-180.000  7100.0     0.0 2600.00-180.000TKOF3LT2 *
        1100.0     0.0                                                 TKOF3LT2
FLIGHT    944.      31          50.60    1.03                         13L 3LT2
RUNWAY   98540  203837  104293  198187                                 13R
FLTTRK  9700.0     0.0 2700.00 180.000 11000.0     0.0 2700.00 180.000TKOF3RT1 *
        1300.0     0.0                                                 TKOF3RT1
FLIGHT    944.      32          20.90    0.43                         13R 3RT1
RUNWAY  102888  203317  102888  198294                                 17
FLTTRK  6000.0     0.0 2600.00 180.000  7100.0     0.0 2600.00 180.000TKOF17T1 *
        1100.0     0.0                                                 TKOF17T1
FLIGHT    944.      31           6.60    0.13                         17  17T1
RUNWAY  103564  203544  100000  200000                                 22
FLTTRK  6000.0     0.0 2600.00 180.000  7100.0     0.0 2600.00 180.000TKOF22T1 *
        1100.0     0.0                                                 TKOF22T1
FLIGHT    944.      31           1.10    0.02                         22  22T1
RUNWAY  104293  198187   98540  203837                                 31L
FLTTRK  9700.0     0.0 2700.00-180.000 11000.0     0.0 2700.00-180.000TKOF1LT1 *
        1300.0     0.0                                                 TKOF1LT1
FLIGHT    944.      32           4.40    0.09                         31L 1LT1
RUNWAY  105287  198361  101709  201878                                 31R
FLTTRK  6000.0     0.0 2600.00 180.000  7100.0     0.0 2600.00 180.000TKOF1RT1 *
        1100.0     0.0                                                 TKOF1RT1
FLIGHT    944.      31           8.80    0.18                         31R 1RT1
RUNWAY  102888  198294  102888  203317                                 35
FLTTRK  6000.0     0.0 2600.00-180.000  7100.0     0.0 2600.00-180.000TKOF35T1 *
        1100.0     0.0                                                 TKOF35T1
FLIGHT    944.      31          11.00    0.22                         35  35T1
COMMENT
COMMENT GROUP 6: ALL T44 GCA BOX PATTERNS
COMMENT**************** TAKEOFFS ****************
RUNWAY  101709  201878  105287  198361                                 13L
FLTTRK 26800.0     0.0 1934.0  -90.0   19636.0     0.0 1934.0  -90.0  TKOF3LG1 *
       74061.0     0.0 1934.0  -90.0   19636.0     0.0 1934.0  -90.0  TKOF3LG1 *
       47261.0     0.0                                                 TKOF3LG1
FLIGHT    944.      41          22.00    0.45                         13L 3LG1
RUNWAY   98540  203837  104293  198187                                 13R
FLTTRK 30434.0     0.0 1934.0  -90.0   20436.0     0.0 1934.0  -90.0  TKOF3RG1 *
       74061.0     0.0 1934.0  -90.0   20436.0     0.0 1934.0  -90.0  TKOF3RG1 *
       43627.0     0.0                                                 TKOF3RG1
FLIGHT    944.      42           9.17    0.19                         13L 3RG1
RUNWAY  104293  198187   98540  203837                                 31L
FLTTRK 26213.0     0.0 1934.0   90.0   20436.0     0.0 1934.0   90.0  TKOF1LG1 *
       74061.0     0.0 1934.0   90.0   20436.0     0.0 1934.0   90.0  TKOF1LG1 *
       47848.0     0.0                                                 TKOF1LG1
FLIGHT    944.      43           1.83    0.04                         13L 1LG1
RUNWAY  105287  198361  101709  201878                                 31R
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FLTTRK 26800.0     0.0 1934.0   90.0   19636.0     0.0 1934.0   90.0  TKOF1RG1 *
       74061.0     0.0 1934.0   90.0   19636.0     0.0 1934.0   90.0  TKOF1RG1 *
       47261.0     0.0                                               TKOF1RG1
FLIGHT   944.       44           3.67    0.07                        13L 1RG1
CLEAR                                                                ALL
COMMENT
COMMENT ***************************************************************
COMMENT                          A4 AIRCRAFT
COMMENT ***************************************************************
COMMENT  A4 ALTITUDE DATA FROM NAS MEMPHIS
COMMENT  A4 NOISE DATA TAKEN FROM MERIDIAN,29PALMS,PAX RIVER, KEY WEST
COMMENT  NOISE CURVE IS DATA BASE -9.2 DB
SEL     130111       2   124.9   122.4   119.8   117.2   114.6   112.2A-4      1
COMMENT 130111A0 OMEGA10.5 14 MAR 90 A-4              130 KTS   59 F   72 PCT
COMMENT 130111A0 TURBOJET         N130031A0
COMMENT 130111A0 TAKEOFF POWER        100.0 % RPM
         109.9   107.6   105.3   102.9   100.4    97.9    95.1    92.1A-4      2
          88.9    85.4    81.4    76.9    71.9    66.1    59.6    52.6A-4      3
        130111       1   119.9   117.4   114.1   110.6   107.5   104.4A-4      4
         101.4    98.5    95.6    93.0    90.5    87.9    85.3    82.7A-4      5
          79.7    76.5    72.8    68.6    63.3    57.0    49.7    41.2A-4
COMMENT
COMMENT A4 DEPARTURES
COMMENT  STRAIGHT-OUT DEPARTURE ON RUNWAY 31L
TODSCR    130.     11.  13011.  13011.                 130111. 500000.A4TKOF
ALTUDE  13011.              0.      0.   3000.      0.  16000.   2000.A4TKOF   *
        23000.    2000  75000.  12000. 500000.  12000.               A4TKOF
DSEL    13011.              0.   -1.63   3000.   -0.62  16000.   -0.97A4TKOF   *
        17000.   -3.81  23000.   -2.84  75000.   -0.86  76000.   -4.49A4TKOF   *
       500000.    0.00                                                A4TKOF
COMMENT DSEL ADJ. BOTH SPEED AND POWER PER NAS MEMPHIS
COMMENT SEE CALC. SHEETS FOR COMPLETE DSEL INFORMATION
COMMENT
COMMENT  DEPARTURE ON RUNWAY 13R WITH 500' HOLD-DOWN UNTIL JFK CAUSEWAY
TODSCR    130.     12.  13012.  13012.                 130111. 500000.A4TKOF
ALTUDE  13012.              0.      0.   3000.      0.   6300.    500.A4TKOF   *
        28000.    500.  34330.   2000.  86330.  12000. 500000.  12000.A4TKOF
DSEL    13012.              0.   -1.63   3000.   -0.62   6300.   -5.10A4TKOF   *
        28000.   -0.62  34330.   -2.84  86330.   -0.86  87330.   -4.49A4TKOF   *
       500000.    0.00                                                A4TKOF
COMMENT DSEL ADJ. BOTH SPEED AND POWER PER NAS MEMPHIS
COMMENT SEE CALC. SHEETS FOR COMPLETE DSEL INFORMATION
SEL     130891       2   108.8   107.1   105.3   103.5   101.6    99.6A-4      1
COMMENT 130891W0 OMEGA10.5 19 AUG 88 A-4              130 KTS   59 F   70 PCT
COMMENT 130891W0 TURBOJET         N130051A0 N130041A0 N130051A0
COMMENT 130891W0 APPROACH POWER          85 % RPM
COMMENT FINAL APPROACH
COMMENT ADJUSTED (+2.0 dB) TO MATCH 5/88 MSMTS. AT 29 PALMS
          97.5    95.2    92.9    90.5    88.0    85.3    82.5    79.5A-4      2
          76.3    73.0    69.5    65.7    61.8    57.6    53.1    48.5A-4      3
        130891       1   103.8   102.1    99.9    97.6    95.1    92.4A-4      4
          89.7    86.8    83.9    81.3    78.6    76.0    73.3    70.6A-4      5
          67.6    64.3    60.5    56.3    51.0    45.2    38.8    32.1A-4
COMMENT
COMMENT A4 STANDARD STRAIGHT IN APPROACH TO RUNWAY 13R/31L
COMMENT FROM 29 PALMS
COMMENT
LNDSCR    130.     51.          13051.                 130891. 500000.A4LAND
DSEL    13051.              0.0     0.0  20000.   -0.62  30000.   -2.38A4LAND
COMMENT
SEL     130871       2   113.3   111.6   109.9   108.0   106.0   104.0A-4      1
COMMENT 130871W0 OMEGA10.5 19 AUG 88 A-4              150 KTS   59 F   70 PCT
COMMENT 130871W0 TURBOJET         N130051A0 N130041A0 N130051A0
COMMENT 130871W0 APPROACH POWER          85 % RPM
COMMENT DOWNWIND LEG OF OVERHEAD
COMMENT ADJUSTED (+7.1 dB) TO MATCH 5/88 MSMTS. AT 29 PALMS
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          101.9    99.7    97.4    95.0    92.4    89.8    86.9    84.0A-4      2
           80.8    77.5    74.0    70.2    66.2    62.0    57.6    53.0A-4      3
         130871       1   108.3   106.6   104.4   102.1    99.6    96.9A-4      4
           94.1    91.3    88.3    85.8    83.1    80.4    77.8    75.1A-4      5
           72.1    68.8    65.0    60.7    55.5    49.6    43.3    36.6A-4
SEL      130891       2   108.8   107.1   105.3   103.5   101.6    99.6A-4      1
COMMENT 130891W0 OMEGA10.5 19 AUG 88 A-4              130 KTS   59 F   70 PCT
COMMENT 130891W0 TURBOJET         N130051A0 N130041A0 N130051A0
COMMENT 130891W0 APPROACH POWER          85 % RPM
COMMENT FINAL APPROACH
COMMENT ADJUSTED (+2.0 dB) TO MATCH 5/88 MSMTS. AT 29 PALMS
           97.5    95.2    92.9    90.5    88.0    85.3    82.5    79.5A-4      2
           76.3    73.0    69.5    65.7    61.8    57.6    53.1    48.5A-4      3
         130891       1   103.8   102.1    99.9    97.6    95.1    92.4A-4      4
           89.7    86.8    83.9    81.3    78.6    76.0    73.3    70.6A-4      5
           67.6    64.3    60.5    56.3    51.0    45.2    38.8    32.1A-4
COMMENT
COMMENT A4 OVERHEAD APPROACH TO RUNWAY 13R/31L
COMMENT FROM NAS MEMPHIS
COMMENT
LNDSCR    130.     52.  13052.  13052.   2000.         130891.  15810.A4OVHD   *
        130871. 500000.                                              A4OVHD
ALTUDE  13052.              0.     50.  15810.   1300.  31620.   1800.A4OVHD   *
        100000.   4200.                                              A4OVHD
DSEL    13052.              0.  -0.88   4500.  -0.88  14810.   -0.26A4OVHD   *
        15810.   -0.62  16810.   0.25  31620.  -2.76  99000.   -0.25A4OVHD   *
        100000.                                                      A4OVHD
COMMENT DSEL ADJ. BOTH SPEED AND POWER PER NAS MEMPHIS
COMMENT SEE CALC. SHEETS FOR COMPLETE DSEL INFORMATION
COMMENT
COMMENT A4 TOUCH AND GO PATTERNS
COMMENT
SEL      130111       2   124.9   122.4   119.8   117.2   114.6   112.2A-4      1
COMMENT 130111A0 OMEGA10.5 14 MAR 90 A-4              130 KTS   59 F   72 PCT
COMMENT 130111A0 TURBOJET         N130031A0
COMMENT 130111A0 TAKEOFF POWER        100.0 % RPM
          109.9   107.6   105.3   102.9   100.4    97.9    95.1    92.1A-4      2
           88.9    85.4    81.4    76.9    71.9    66.1    59.6    52.6A-4      3
         130111       1   119.9   117.4   114.1   110.6   107.5   104.4A-4      4
          101.4    98.5    95.6    93.0    90.5    87.9    85.3    82.7A-4      5
           79.7    76.5    72.8    68.6    63.3    57.0    49.7    41.2A-4
COMMENT
COMMENT A4 OVERHEAD APPROACH NOISE DATA FROM 29 PALMS
COMMENT
SEL      130871       2   113.3   111.6   109.9   108.0   106.0   104.0A-4      1
COMMENT 130871W0 OMEGA10.5 19 AUG 88 A-4              150 KTS   59 F   70 PCT
COMMENT 130871W0 TURBOJET         N130051A0 N130041A0 N130051A0
COMMENT 130871W0 APPROACH POWER          85 % RPM
COMMENT DOWNWIND LEG OF OVERHEAD
COMMENT ADJUSTED (+7.1 dB) TO MATCH 5/88 MSMTS. AT 29 PALMS
          101.9    99.7    97.4    95.0    92.4    89.8    86.9    84.0A-4      2
           80.8    77.5    74.0    70.2    66.2    62.0    57.6    53.0A-4      3
         130871       1   108.3   106.6   104.4   102.1    99.6    96.9A-4      4
           94.1    91.3    88.3    85.8    83.1    80.4    77.8    75.1A-4      5
           72.1    68.8    65.0    60.7    55.5    49.6    43.3    36.6A-4
SEL      130891       2   108.8   107.1   105.3   103.5   101.6    99.6A-4      1
COMMENT 130891W0 OMEGA10.5 19 AUG 88 A-4              130 KTS   59 F   70 PCT
COMMENT 130891W0 TURBOJET         N130051A0 N130041A0 N130051A0
COMMENT 130891W0 APPROACH POWER          85 % RPM
COMMENT FINAL APPROACH
COMMENT ADJUSTED (+2.0 dB) TO MATCH 5/88 MSMTS. AT 29 PALMS
           97.5    95.2    92.9    90.5    88.0    85.3    82.5    79.5A-4      2
           76.3    73.0    69.5    65.7    61.8    57.6    53.1    48.5A-4      3
         130891       1   103.8   102.1    99.9    97.6    95.1    92.4A-4      4
           89.7    86.8    83.9    81.3    78.6    76.0    73.3    70.6A-4      5
           67.6    64.3    60.5    56.3    51.0    45.2    38.8    32.1A-4
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RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK  7575.0     0.0 5892.0   36.0  300000.0     0.0                  LAND1LA2
FLIGHT    130.      51           0.14    0.00                          31L 1LA2
FLTTRK  4500.0     0.0 3600.00-180.000  4500.0     0.0 3600.00-180.000LAND1LO3 *
      300000.0     0.0                                                  LAND1LO3
FLIGHT    130.      52           2.70    0.06                          31L 1LO3
COMMENT**************** TAKEOFFS ****************
RUNWAY   98540  203837  104293  198187                                  13R
FLTTRK 27981.0     0.011932.0  -39.0  300000.0     0.0                 TKOF3RD2
FLIGHT    130.      12           2.84    0.06                          13R 3RD2
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK 12298.0     0.0 5484.0  133.0  300000.0     0.0                 TKOF1LD4
FLIGHT    130.      11           2.84    0.06                          31L 1LD4
COMMENT
COMMENT GROUP 8: ALL A4 TOUCH AND GOS
COMMENT**************** TAKEOFFS ****************
RUNWAY   98540  203837  104293  198187                                  13R
FLTTRK  8000.0     0.0 2250.00-180.000 12000.0     0.0 2250.00-180.000TKOF3RT4 *
        4000.0     0.0                                                  TKOF3RT4
FLIGHT    130.      31           4.38    0.09                          13R 3RT4
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK  8000.0     0.0 2250.00 180.000 12000.0     0.0 2250.00 180.000TKOF1LT3 *
        4000.0     0.0                                                  TKOF1LT3
FLIGHT    130.      31           4.38    0.09                          31L 1LT3
COMMENT
COMMENT GROUP 9: ALL A4 GCA BOX PATTERNS
COMMENT**************** TAKEOFFS ****************
RUNWAY  101709  201878  105287  198361                                  13L
FLTTRK 26800.0     0.0 1934.0  -90.0   19636.0     0.0 1934.0  -90.0  TKOF3LG1 *
       74061.0     0.0 1934.0  -90.0   19636.0     0.0 1934.0  -90.0  TKOF3LG1 *
       47261.0     0.0                                                 TKOF3LG1
FLIGHT    130.      41          12.26    0.25                          13L 3LG1
RUNWAY   98540  203837  104293  198187                                  13R
FLTTRK 30434.0     0.0 1934.0  -90.0   20436.0     0.0 1934.0  -90.0  TKOF3RG1 *
       74061.0     0.0 1934.0  -90.0   20436.0     0.0 1934.0  -90.0  TKOF3RG1 *
       43627.0     0.0                                                 TKOF3RG1
FLIGHT    130.      42           5.11    0.10                          13L 3RG1
RUNWAY  104293  198187   98540  203837                                  31L
FLTTRK 26213.0     0.0 1934.0   90.0   20436.0     0.0 1934.0   90.0  TKOF1LG1 *
       74061.0     0.0 1934.0   90.0   20436.0     0.0 1934.0   90.0  TKOF1LG1 *
       47848.0     0.0                                                 TKOF1LG1
FLIGHT    130.      43           1.02    0.02                          13L 1LG1
RUNWAY  105287  198361  101709  201878                                  31R
FLTTRK 26800.0     0.0 1934.0   90.0   19636.0     0.0 1934.0   90.0  TKOF1RG1 *
       74061.0     0.0 1934.0   90.0   19636.0     0.0 1934.0   90.0  TKOF1RG1 *
       47261.0     0.0                                                 TKOF1RG1
FLIGHT    130.      44           2.04    0.04                          13L 1RG1
CLEAR                                                                  ALL
COMMENT
COMMENT ***************************************************************
COMMENT                          P3 AIRCRAFT
COMMENT ***************************************************************
COMMENT P3 DEPARTURE POWER
COMMENT
COMMENT TAKEOFF NOISE DATA FROM OMEGA 10.5
SEL     137911       2   107.0   105.4   103.8   102.1   100.4    98.7P-3      1
COMMENT 137911A0 OMEGA10.5 12 OCT 89 P-3              115 KTS   61 F   81 PCT
COMMENT 137911A0 TURBOPROP        N137031A0
COMMENT 137911A0 TAKEOFF POWER         3875 ESHP
          96.9    95.0    93.1    91.2    89.3    87.3    85.4    83.4P-3      2
          81.4    79.3    77.2    75.0    72.7    70.2    67.5    64.6P-3      3
        137911       1   102.0   100.4    97.9    95.4    92.9    90.3P-3      4
          87.6    84.8    81.9    79.4    76.8    74.2    71.7    69.2P-3      5
          66.4    63.6    60.7    57.6    54.2    50.9    47.7    44.8P-3
SEL     137921       2   102.5   100.9    99.3    97.7    96.0    94.3P-3      1
COMMENT 137921A0 OMEGA10.5 12 OCT 89 P-3              190 KTS   61 F   81 PCT
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COMMENT 137921A0 TURBOPROP        N137031A0 N137051A0 N137031A0
COMMENT 137921A0 TAKEOFF POWER         3200 ESHP
          92.5    90.7    88.9    87.0    85.1    83.2    81.3    79.3P-3      2
          77.3    75.3    73.2    71.0    68.7    66.3    63.7    60.8P-3      3
        137921       1    97.5    95.9    93.4    90.9    88.4    85.8P-3      4
          83.2    80.5    77.8    75.3    72.8    70.2    67.7    65.2P-3      5
          62.5    59.8    56.9    53.9    50.6    47.3    44.3    41.4P-3
COMMENT
COMMENT P3 STRAIGHT-OUT DEPARTURE PROFILE
COMMENT
TODSCR    137.     11.  13711.  13711.                 137911.  14000.P3TKOF   *
       137921. 1000000                                           P3TKOF
ALTUDE  13711.              0.      0.   4000.      0.  14000.   1000.P3TKOF   *
        23700.   2500. 100000.   2500.                            P3TKOF
DSEL    13711.              0    -0.39   4000.     0.0 100000.        P3TKOF
COMMENT DSEL ADJ. FOR TOROLL ONLY
COMMENT
COMMENT P3 HOLD-DOWN DEPARTURE PROFILE
COMMENT
TODSCR    137.     12.  13712.  13712.                 137911.  16000.P3TKOF   *
       137921. 1000000                                           P3TKOF
ALTUDE  13712.              0.      0.   4000.      0.  16000.    500.P3TKOF   *
        34000.    500.  54000.   2500. 100000.   2500.                P3TKOF
DSEL    13712.              0    -0.39   4000.     0.0  16000.    -0.9P3TKOF   *
        25000.   -0.9   34000.     0.0 100000.                        P3TKOF
COMMENT DSEL ADJ. FOR TOROLL ONLY
COMMENT DSEL FOR 500' HOLD-DOWN POWER REDUCTION FROM 3200 TO 2620 ESHP
COMMENT
COMMENT P3 APPROACH POWER
COMMENT
COMMENT P3 TAKEN DIRECTLY FROM NASBP -- 1/89
COMMENT OMEGA 10.4 07 MAY 1985 P-3 800 ESHP    160 KTS
COMMENT ADJUSTED BY +0.8 DB LEAST SQUARES FIT OF NAS BRUNSWICK DATA
SEL   137801. 2.      95.5    94.1    92.6    91.0    89.5    87.9    P-3      1
      86.3    84.7    83.0    81.3    79.6    77.9    76.1    74.3    P-3      2
      72.5    70.6    68.7    66.7    64.7    62.5    60.2    57.8    P-3      3
      137801. 1.      90.6    89.1    87.6    86.0    84.3    82.5    P-3      4
      80.6    78.7    76.5    74.3    71.9    69.3    66.4    63.3    P-3      5
      59.8    56.2    53.1    49.7    46.2    42.4    39.6    34.9    P-3
COMMENT OMEGA 10.4 07 MAY 1985 P-3 1200 ESHP   160 KTS
COMMENT ADJUSTED BY +2.8 DB LEAST SQUARES FIT OF NAS BRUNSWICK DATA
SEL   137121. 2.      99.0    97.5    95.9    94.3    92.8    91.1    P-3 DNWD01
      89.5    87.9    86.2    84.5    82.8    81.1    79.3    77.5    P-3 DNWD02
      75.6    73.7    71.8    69.8    67.7    65.5    63.2    60.8    P-3 DNWD03
      137121. 1.      94.0    92.5    90.9    89.3    87.6    85.8    P-3 DNWD04
      83.9    81.9    79.7    77.5    75.1    72.4    69.6    66.4    P-3 DNWD05
      62.9    59.2    56.1    52.8    49.2    45.5    41.6    37.8    P-3 DNWD
COMMENT
COMMENT P3 APPROACH PROFILE
COMMENT
LNDSCR    137.     51.          13751.                 137801.  17000.P3LAND   *
       137801. 1000000                                           P3LAND
DSEL    13751.              0.    -1.94   1000.    1.07  17000.    0.58P3LAND   *
        18000.    3.59 100000.    0.58                             P3LAND
COMMENT DSEL FOR 0-1000 FT = -1.94 DUE TO SPD (160/125) AND PWR (400/800)
COMMENT DSEL FOR 1000-17000 FT = 1.07 DUE TO SPD (160/125)
COMMENT DSEL FOR 17000-18000 FT = 0.58 DUE TO SPD (160/140)
COMMENT DSEL FOR 18000-100000 FT = 3.59 DUE TO SPD (160/140) & PWR (1600/800)
COMMENT
COMMENT GROUP 10: ALL P3 ARRIVALS AND DEPARTURES
COMMENT**************** LANDINGS ****************
RUNWAY   98540  203837  104293  198187                                13R
FLTTRK  8560.0     0.0 3717.0  111.0  300000.0     0.0                LAND3RA2
FLIGHT    137.      51           0.66    0.01                        13R 3RA2
FLTTRK  5557.0     0.0 3870.0 -178.0   28521.0     0.0 5536.0   22.0  LAND3RA3 *
      300000.0     0.0                                               LAND3RA3
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FLIGHT    137.      51           0.66    0.01                          13R 3RA3
FLTTRK300000.0     0.0                                                 LAND3RA5
FLIGHT    137.      51           0.33    0.01                          13R 3RA5
RUNWAY  102888  203317  102888  198294                                 17
FLTTRK  7445.0     0.0 3569.0   52.0  300000.0     0.0                 LAND17A1
FLIGHT    137.      51           0.18    0.00                          17  17A1
RUNWAY  104293  198187   98540  203837                                 31L
FLTTRK300000.0     0.0                                                 LAND1LA1
FLIGHT    137.      51           0.99    0.02                          31L 1LA1
FLTTRK  7575.0     0.0 5892.0   36.0  300000.0     0.0                 LAND1LA2
FLIGHT    137.      51           0.66    0.01                          31L 1LA2
RUNWAY  102888  198294  102888  203317                                 35
FLTTRK  5700.0     0.0 6360.0  -26.0  300000.0     0.0                 LAND35A1
FLIGHT    137.      51           0.16    0.00                          35  35A1
FLTTRK300000.0     0.0                                                 LAND35A3
FLIGHT    137.      51           0.03    0.00                          35  35A3
COMMENT*************** TAKEOFFS ***************
RUNWAY   98540  203837  104293  198187                                 13R
FLTTRK 27981.0     0.011932.0  -39.0  300000.0     0.0                 TKOF3RD2
FLIGHT    137.      12           1.84    0.04                          13R 3RD2
RUNWAY  104293  198187   98540  203837                                 31L
FLTTRK 12298.0     0.0 5484.0  133.0  300000.0     0.0                 TKOF1LD4
FLIGHT    137.      11           1.84    0.04                          31L 1LD4
COMMENT
COMMENT ************************************************************
COMMENT                    HU-25 FALCON 20 AIRCRAFT
COMMENT ************************************************************
COMMENT: U.S. COAST GUARD HU-25 FALCON 20
SEL    88701.0     2.0   111.3   109.7   108.1   106.4   104.6   102.8SABR80_3 3
COMMENT: INM AIRCRAFT #56  SABR80  ,NOISEMAP AC NUMBER 887
COMMENT: DEPARTURE CURVE
         100.8    99.0    96.9    94.7    92.6    90.2    87.7    85.1SABR80_3 3
          82.2    79.2    75.8    72.7    69.2    65.4    61.4    57.4SABR80_3 3
       88701.0     1.0   109.0   106.9   104.6   102.1    99.5    96.6SABR80_3 3
          93.5    90.5    87.2    83.5    80.4    77.0    73.8    71.2SABR80_3 3
          68.3    65.3    62.0    58.8    55.4    51.5    47.5    43.5SABR80_3
SEL    88702.0     2.0   104.2   102.7   101.1    99.5    97.8    96.1SABR80_2 3
          94.2    92.5    90.6    88.6    86.7    84.5    82.2    79.9SABR80_2 3
          77.3    74.7    71.7    68.9    65.8    62.3    58.7    55.1SABR80_2 3
       88702.0     1.0   101.9    99.8    97.6    95.2    92.7    89.9SABR80_2 3
          86.9    84.0    80.9    77.4    74.5    71.3    68.4    66.0SABR80_2 3
          63.5    60.8    57.8    55.0    51.9    48.4    44.8    41.2SABR80_2
COMMENT  HU25    MISSION  11
COMMENT  STRAIGHT-OUT DEPARTURE ON RUNWAY 31L
TODSCR     887      11   88711   88711                   88701.   11566SABR80   *
         88702 1000000                                              SABR80
ALTUDE   88711               0       0    4500       0    9584    1000SABR80O1 *
         11566    1245   12566    1307   23730    2005   29452    3000SABR80O1 *
         49587    5500   65563    7500   88516   10000                SABR80O1
DSEL     88711               0   -5.09    4500   -2.07    9584   -2.07SABR80_1 *
                         11566   -2.37   12566    2.53   23730    0.87SABR80_1 *
                         29452    0.87   30452   -0.09   34591   -0.38SABR80_1
COMMENT  HU25    MISSION  12
COMMENT  DEPARTURE ON RUNWAY 13R WITH 500' HOLD-DOWN UNTIL JFK CAUSEWAY
TODSCR     887      12   88712   88712                   88701    7126SABR80   *
         88702 1000000                                              SABR80
ALTUDE   88712               0       0    4500       0    7126     500SABR80O1 *
         28000     500   48135    3000  100000   10000                SABR80O1
DSEL     88712               0   -5.09    4500   -2.07    7126   -2.31SABR80_1 *
                         28000    0.86   48135   -0.38  100000   -0.38SABR80_1
COMMENT:  U.S. COAST GUARD HU-25 FALCON 20
SEL    88705.0     2.0   100.7    99.0    97.2    95.3    93.3    91.2SABR_850 3
COMMENT:  INM AIRCRAFT #56  SABR80  ,NOISEMAP AC NUMBER 887
COMMENT:  ARRIVAL CURVE
          88.7    86.4    83.9    81.2    78.7    76.3    73.9    71.4SABR_850 3
          68.8    66.2    63.3    60.5    57.6    54.4    50.9    47.4SABR_850 3
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        88705.0     1.0    98.4    96.1    93.7    91.0    88.1    85.0SABR_850 3
           81.4    77.9    74.1    70.1    66.5    63.1    60.1    57.5SABR_850 3
           55.0    52.3    49.4    46.6    43.7    40.5    37.0    33.5SABR_850
COMMENT    HU-25    MISSION  51
LNDSCR      887      51            88751                   88705. 1000000SABR80
DSEL      88751               0   -1.47   18076   -1.47   60050   -1.47SABR80   *
                           75314   -3.84                                 SABR80
COMMENT    HU-25 MISSION 31
COMMENT    TOUCH & GO PATTERNS ON RWY 13R/31L
TODSCR      887      31   88731   88731    2000           88701   20566HU25     *
          88705   49133                                                 HU25
ALTUDE    88731               0       0    2500       0   20566    1000HU25     *
          26566    1000   32566    1000   45132     400   49133      50HU25
DSEL      88731               0    1.25    2500     .58   20566     .00HU25     *
          26566     .58   32566     .58   45132    1.25   49133    1.25HU25
COMMENT
COMMENT HU-25 GCA BOX PATTERN ON RUNWAY 13L
TODSCR      887      41   88741   88741    2000           88701   26800HU25     *
          88705  199546                                                 HU25
ALTUDE    88741               0       0    2500       0   26800    1500HU25     *
         152285    1500  199546      50                                 HU25
DSEL      88741               0    1.25    2500     .58   26800     .58HU25     *
         152285    1.25  199546    1.25                                 HU25
COMMENT
COMMENT HU-25 GCA BOX PATTERN ON RUNWAY 13R
TODSCR      887      42   88742   88742    2000           88701   30434HU25     *
          88705  201146                                                 HU25
ALTUDE    88742               0       0    2500       0   30434    1500HU25     *
         157519    1500  201146      50                                 HU25
DSEL      88742               0    1.25    2500     .58   30434     .58HU25     *
         157519    1.25  201146    1.25                                 HU25
COMMENT
COMMENT HU-25 GCA BOX PATTERN ON RUNWAY 31L
TODSCR      887      43   88743   88743    2000           88701   26213HU25     *
          88705  201146                                                 HU25
ALTUDE    88743               0       0    2500       0   26213    1500HU25     *
         153298    1500  201146      50                                 HU25
DSEL      88743               0    1.25    2500     .58   26213     .58HU25     *
         153298    1.25  201146    1.25                                 HU25
COMMENT
COMMENT HU-25 GCA BOX PATTERN ON RUNWAY 31R
TODSCR      887      44   88744   88744    2000           88701   26800HU25     *
          88705  199546                                                 HU25
ALTUDE    88744               0       0    2500       0   26800    1500HU25     *
         152285    1500  199546      50                                 HU25
DSEL      88744               0    1.25    2500     .58   26800     .58HU25     *
         152285    1.25  199546    1.25                                 HU25
COMMENT
COMMENT GROUP 11: ALL HU25 ARRIVALS AND DEPARTURES
COMMENT**************** LANDINGS ****************
RUNWAY    98540  203837  104293  198187                                 13R
FLTTRK   5557.0     0.0 3870.0 -178.0   28521.0     0.0 5536.0   22.0  LAND3RA3 *
       300000.0     0.0                                                 LAND3RA3
FLIGHT     887.      51           1.17    0.02                         13R 3RA3
FLTTRK   4500.0     0.0 3600.00 180.000  4500.0     0.0 3600.00 180.000LAND3RO1 *
       300000.0     0.0                                                 LAND3RO1
FLIGHT     887.      51           1.11    0.02                         13R 3RO1
RUNWAY   102888  203317  102888  198294                                 17
FLTTRK   7445.0     0.0 3569.0   52.0  300000.0     0.0                 LAND17A1
FLIGHT     887.      51           0.13    0.00                         17  17A1
RUNWAY   104293  198187   98540  203837                                 31L
FLTTRK300000.0     0.0                                                 LAND1LA1
FLIGHT     887.      51           0.70    0.01                         31L 1LA1
FLTTRK   7575.0     0.0 5892.0   36.0  300000.0     0.0                 LAND1LA2
FLIGHT     887.      51           0.47    0.01                         31L 1LA2
RUNWAY   102888  198294  102888  203317                                 35
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FLTTRK  5700.0     0.0 6360.0  -26.0  300000.0     0.0                LAND35A1
FLIGHT    887.      51           0.11    0.00                         35  35A1
FLTTRK300000.0     0.0                                                LAND35A3
FLIGHT    887.      51           0.02    0.00                         35  35A3
COMMENT**************** TAKEOFFS ****************
RUNWAY   98540  203837  104293  198187                                13R
FLTTRK 27981.0     0.011932.0  -39.0  300000.0     0.0                TKOF3RD2
FLIGHT    887.      12           1.86    0.04                         13R 3RD2
RUNWAY  104293  198187   98540  203837                                31L
FLTTRK 12298.0     0.0 5484.0  133.0  300000.0     0.0                TKOF1LD4
FLIGHT    887.      11           1.86    0.04                         31L 1LD4
COMMENT
COMMENT GROUP 12: ALL HU25 TOUCH AND GOS
COMMENT**************** TAKEOFFS ****************
RUNWAY   98540  203837  104293  198187                                13R
FLTTRK  8000.0     0.0 4000.00 180.000 12000.0     0.0 4000.00 180.000TKOF3RT3 *
        4000.0     0.0                                                TKOF3RT3
FLIGHT    887.      31           1.82    0.04                         13R 3RT3
RUNWAY  104293  198187   98540  203837                                31L
FLTTRK  8000.0     0.0 4000.00-180.000 12000.0     0.0 4000.00-180.000TKOF1LT2 *
        4000.0     0.0                                                TKOF1LT2
FLIGHT    887.      31           1.82    0.04                         31L 1LT2
COMMENT
COMMENT GROUP 13: ALL HU25 GCA BOX PATTERNS
COMMENT**************** TAKEOFFS ****************
RUNWAY  101709  201878  105287  198361                                13L
FLTTRK 26800.0     0.0 1934.0  -90.0   19636.0     0.0 1934.0  -90.0  TKOF3LG1 *
       74061.0     0.0 1934.0  -90.0   19636.0     0.0 1934.0  -90.0  TKOF3LG1 *
       47261.0     0.0                                                TKOF3LG1
FLIGHT    887.      41           0.55    0.01                         13L 3LG1
RUNWAY   98540  203837  104293  198187                                13R
FLTTRK 30434.0     0.0 1934.0  -90.0   20436.0     0.0 1934.0  -90.0  TKOF3RG1 *
       74061.0     0.0 1934.0  -90.0   20436.0     0.0 1934.0  -90.0  TKOF3RG1 *
       43627.0     0.0                                                TKOF3RG1
FLIGHT    887.      42           0.23    0.00                         13L 3RG1
RUNWAY  104293  198187   98540  203837                                31L
FLTTRK 26213.0     0.0 1934.0   90.0   20436.0     0.0 1934.0   90.0  TKOF1LG1 *
       74061.0     0.0 1934.0   90.0   20436.0     0.0 1934.0   90.0  TKOF1LG1 *
       47848.0     0.0                                                TKOF1LG1
FLIGHT    887.      43           0.05    0.00                         13L 1LG1
RUNWAY  105287  198361  101709  201878                                31R
FLTTRK 26800.0     0.0 1934.0   90.0   19636.0     0.0 1934.0   90.0  TKOF1RG1 *
       74061.0     0.0 1934.0   90.0   19636.0     0.0 1934.0   90.0  TKOF1RG1 *
       47261.0     0.0                                                TKOF1RG1
FLIGHT    887.      44           0.09    0.00                         13L 1RG1
COMMENT
COMMENT ************************************************************
COMMENT                          HH65 HELICOPTER
COMMENT ************************************************************
COMMENT HH65 DATA FROM HNM DATA BASE
SEL   99801.       2.0    98.2    97.1    96.0    94.8    93.7    92.5HH65 DEP3
          91.2    90.0    88.6    87.2    85.8    84.2    82.5    80.7HH65 DEP3
          78.8    76.8    74.3    72.0    70.0    67.8    65.6    63.3HH65 DEP3
      99801.       1.0    95.9    94.3    92.5    90.5    88.5    86.3HH65 DEP3
          83.9    81.5    78.9    76.0    73.6    70.9    68.6    66.8HH65 DEP3
          64.9    62.9    60.5    58.1    56.1    53.9    51.7    49.4HH65 DEP
SEL   99805.       2.0    99.0    97.9    96.8    95.7    94.6    93.5HH65 APP3
          92.3    91.1    89.8    88.5    87.2    85.8    84.3    82.7HH65 APP3
          81.0    79.2    77.1    75.2    73.2    71.0    68.8    66.5HH65 APP3
      99805.       1.0    96.7    95.1    93.3    91.4    89.5    87.3HH65 APP3
          84.9    82.6    80.1    77.3    75.0    72.5    70.4    68.8HH65 APP3
          67.1    65.3    63.3    61.3    59.3    57.1    54.9    52.6HH65 APP
TODSCR     998      11   99811   99811                99801.  350000. HH65TKOF
ALTUDE   99811        0.      0.      1000.   200.    3000.   500.    HH65TKOF *
      6000.   1000.   15000.  2500.                                   HH65TKOF
DSEL     99811        0.      8.5     1000.   0.                      HH65TKOF
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FLTTRK  1062.0     0.0 1176.0   48.0    5466.0     0.0 4021.0  104.0  TKOF32D2 *
      300000.0     0.0                                                TKOF32D2
FLIGHT    999.      11           0.20    0.00                        32  32D2
FLTTRK  1168.0     0.0 3396.0  -86.0  300000.0     0.0               TKOF32D3
FLIGHT    999.      11           0.20    0.00                        32  32D3
COMMENT
COMMENT ***************************************************************
COMMENT                          UH60A HELICOPTER
COMMENT ***************************************************************
SEL     621014       2    93.4    91.8    90.3    88.7    87.1    85.4UH60A    1
COMMENT 621014W0 OMEGA10.8 01 Jun 94 UH60A            40 KTS   73 F   76 PCT
COMMENT 621014W0                  N621854AN
COMMENT 621014W0 TKF LOAD   0 KTS     40.00 KNOTS
          83.6    81.8    80.0    78.0    75.9    73.7    71.4    68.8UH60A    2
          66.1    63.2    60.0    56.6    53.0    49.1    45.3    41.4UH60A    3
        621014       1    88.4    86.8    84.1    81.3    78.9    76.5UH60A    4
          74.2    71.9    69.7    67.6    65.6    63.5    61.4    59.2UH60A    5
          56.6    53.9    50.8    47.4    43.1    38.7    34.5    31.1UH60A
SEL     621024       2    93.4    91.9    90.4    88.9    87.3    85.7UH60A    1
COMMENT 621024W0 OMEGA10.8 01 Jun 94 UH60A            70 KTS   73 F   76 PCT
COMMENT 621024W0                  N621721AN
COMMENT 621024W0 LFO LOAD  70 KTS     70.00 KNOTS
          84.0    82.3    80.5    78.6    76.6    74.6    72.4    70.0UH60A    2
          67.6    64.9    62.1    59.1    55.9    52.6    49.1    45.4UH60A    3
        621024       1    88.4    86.9    83.7    80.7    78.2    75.9UH60A    4
          73.6    71.4    69.2    67.2    65.2    63.1    61.1    58.9UH60A    5
          56.5    53.8    50.9    47.6    43.5    39.2    35.2    31.7UH60A
SEL     621034       2    95.8    94.3    92.8    91.3    89.7    88.1UH60A    1
COMMENT 621034W0 OMEGA10.8 01 Jun 94 UH60A           100 KTS   73 F   76 PCT
COMMENT 621034W0                  N621731AN
COMMENT 621034W0 LFO LOAD 100 KTS     100.0 KNOTS
          86.5    84.8    83.0    81.2    79.3    77.3    75.2    73.0UH60A    2
          70.6    68.0    65.3    62.4    59.2    55.8    52.1    48.2UH60A    3
        621034       1    90.8    89.3    85.7    82.4    79.9    77.5UH60A    4
          75.3    73.1    70.9    69.0    66.9    64.9    62.9    60.8UH60A    5
          58.5    56.0    53.2    50.0    46.1    41.8    37.5    33.6UH60A
SEL     621044       2    96.6    95.1    93.6    92.0    90.4    88.7UH60A    1
COMMENT 621044W0 OMEGA10.8 01 Jun 94 UH60A            40 KTS   73 F   76 PCT
COMMENT 621044W0                  N621795AN
COMMENT 621044W0 LND LOAD   0 KTS     40.00 KNOTS
          86.9    85.1    83.2    81.2    79.1    76.9    74.5    71.9UH60A    2
          69.1    66.1    62.8    59.2    55.4    51.2    47.0    42.7UH60A    3
        621044       1    91.6    90.1    87.4    84.8    82.3    80.0UH60A    4
          77.6    75.4    73.1    71.0    69.0    66.8    64.7    62.5UH60A    5
          60.0    57.2    54.1    50.5    46.0    41.1    36.4    32.4UH60A
TODSCR621.    11.       621011                621011  621014. 6000.    621H60T *
      621024. 16000.  621034. 302660.                                  621H60T
ALTUDE  621011        0.      0.      6000.   500.    16000.  1000.    621H60T *
      200000. 5000.                                                    621H60T
AIRSPD  621011        0.      1.      6000.   1.      16000.  1.      621H60T *
      200000. 1.                                                       621H60T
LNDSCR621.    51.       621051                621051  621044. 100.     621H60L *
      621024. 6000.   621034. 302259.                                  621H60L
ALTUDE  621051        0.      50.     100.    100.    6000.   500.     621H60L *
      16000.  1000.   200000. 5000.                                    621H60L
AIRSPD  621051        0.      1.      100.    1.      6000.   1.       621H60L *
      16000.  1.      200000. 1.                                       621H60L
COMMENT
COMMENT GROUP 16: ALL CCAD UH60A HELO ARRIVALS AND DEPARTURES
COMMENT*************** LANDINGS ***************
RUNWAY  107546  204494  107546  203994                                16L
FLTTRK   435.0     0.0  656.0  -72.0  300000.0     0.0               LAND6LA1
FLIGHT    621.      51           0.92    0.02                        16L 6LA1
FLTTRK   278.0     0.0  500.0  109.0  300000.0     0.0               LAND6LA2
FLIGHT    621.      51           8.29    0.17                        16L 6LA2
COMMENT*************** TAKEOFFS ***************
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RUNWAY  107546  203994  107546  204494                                  34R
FLTTRK   703.0     0.0  500.0  108.0  300000.0     0.0                  TKOF4RD2
FLIGHT    621.      11           9.21    0.19                          34R 4RD2
CLEAR                                                                   ALL
COMMENT
COMMENT ****************************************************************
COMMENT                        RUNUP OPERATIONS
COMMENT ****************************************************************
AL       13793       0   103.3   101.2    97.5    94.2    91.1    88.0        1
COMMENT 13793W0 OMEGA11.2 06 JUL 90  73 F  75 PCT  29.92 IN HG   74-004-007 03
COMMENT 13793W0 P-3A      AIRCRAFT        ENG. T56-A-14            N13730A0
COMMENT 13793W0  TAKEOFF PWR            3800 SHP       965 C TIT    2120 LBS/HR
         84.8    81.7    78.5    75.6    72.7    69.8    67.0    64.1        2
         60.9    57.6    54.2    50.5    46.3    42.1    38.3    34.7        3
        13793      30   102.5   100.3    96.8    93.6    90.5    87.4        4
         84.2    81.0    77.8    74.8    71.9    68.9    66.0    63.1        5
         59.9    56.5    52.9    49.1    44.6    40.1    35.8    31.8        6
        13793      50   100.2    98.0    94.8    91.7    88.7    85.5        7
         82.4    79.2    76.0    73.1    70.2    67.3    64.5    61.5        8
         58.3    54.9    51.2    47.4    43.2    39.2    35.6    32.3        9
        13793      70    99.9    97.7    94.6    91.6    88.6    85.5       10
         82.5    79.5    76.5    73.8    71.2    68.6    65.9    63.1       11
         59.9    56.5    53.4    50.3    47.1    44.2    41.5    38.8       12
        13793      80   101.0    98.8    95.6    92.5    89.5    86.4       13
         83.4    80.4    77.4    74.7    71.9    69.2    66.4    63.6       14
         60.3    57.0    53.6    50.2    46.7    43.4    40.4    37.5       15
        13793     110    99.8    97.7    94.1    90.7    87.7    84.8       16
         81.8    79.0    76.1    73.4    70.8    68.2    65.5    62.6       17
         59.5    56.2    53.1    49.8    46.2    42.8    39.7    36.7       18
        13793     120    99.8    97.6    93.9    90.3    87.2    84.3       19
         81.3    78.5    75.7    73.0    70.4    67.7    65.0    62.3       20
         59.2    56.0    52.7    49.2    45.3    41.3    37.7    34.5       21
        13793     130    98.5    96.4    92.3    88.5    85.4    82.4       22
         79.5    76.7    73.8    71.2    68.5    65.9    63.2    60.5       23
         57.5    54.4    51.1    47.6    43.4    39.1    34.9    31.1       24
        13793     140    90.0    88.0    84.1    80.3    77.2    74.4       25
         71.7    69.0    66.4    63.9    61.4    58.9    56.4    53.6       26
         50.5    47.3    44.1    40.8    37.2    33.7    30.6    27.6       27
        13793     180    70.0    68.0    64.1    60.3    57.2    54.4       28
         51.7    49.0    46.4    43.9    41.4    38.9    36.4    33.6       29
         30.5    27.3    24.1    20.8    17.2    13.7    10.6     7.6
AL       08501       0    91.6    89.3    85.8    82.2    79.2    76.0        1
COMMENT 08501W0 OMEGA11.3 01 Jun 94  73 F  76 PCT  29.92 IN HG   CY-085-001 01
COMMENT 08501W0 C-21A                   TFE-731-2-2B             N08504A0
COMMENT 08501W0  MIL PWR              96.00 % NC      818 C EGT    1719 LBS/HR
         72.6    69.1    65.4    61.8    58.2    54.7    51.4    48.4        2
         45.2    41.9    38.3    34.4    29.6    24.4    19.0    13.5        3
        08501      10    94.8    92.5    89.2    85.7    82.6    79.4        4
         76.2    72.7    69.1    65.7    62.3    58.9    55.8    52.8        5
         49.6    46.2    42.5    38.4    33.5    28.0    22.3    16.4        6
        08501      50    95.7    93.5    90.1    86.7    83.7    80.5        7
         77.2    73.8    70.3    67.1    63.9    60.7    57.6    54.7        8
         51.5    48.2    44.7    40.9    36.3    31.2    26.0    20.8        9
        08501      60    97.9    95.6    92.2    88.8    85.8    82.6       10
         79.3    75.9    72.5    69.2    66.0    62.8    59.8    56.9       11
         53.7    50.3    46.7    42.8    38.0    32.8    27.3    21.9       12
        08501      70    97.9    95.7    92.2    88.9    85.8    82.7       13
         79.5    76.3    73.0    70.0    67.0    64.0    61.1    58.2       14
         55.0    51.8    48.2    44.3    39.5    34.2    28.6    23.0       15
        08501      80   100.0    97.8    94.6    91.3    88.3    85.1       16
         82.0    78.7    75.4    72.3    69.3    66.2    63.2    60.3       17
         57.0    53.7    50.1    46.1    41.2    35.8    30.1    24.3       18
        08501     100   102.4   100.2    96.7    93.3    90.3    87.2       19
         84.2    81.2    78.1    75.3    72.5    69.7    66.9    64.1       20
         61.0    57.7    54.1    50.0    45.1    39.6    33.7    27.6       21
        08501     140   109.2   107.1   102.3    97.7    94.5    91.5       22
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          88.6    85.9    83.2    80.7    78.1    75.5    73.0    70.3        23
          67.5    64.5    61.3    57.7    53.3    48.5    43.3    38.2        24
         08501     160   106.0   104.0    99.1    94.3    91.1    88.0        25
          85.2    82.5    79.9    77.3    74.8    72.3    69.7    67.1        26
          64.2    61.3    58.1    54.6    50.4    45.9    41.2    36.7        27
         08501     180    86.0    84.0    79.1    74.3    71.1    68.0        28
          65.2    62.5    59.9    57.3    54.8    52.3    49.7    47.1        29
          44.2    41.3    38.1    34.6    30.4    25.9    21.2    16.7
COMMENT T34 RUNUP DATA BASED ON CONTROLLED HMMH MEASUREMENTS MADE
COMMENT NAS WHITING 18 APR 84 INTERPOLATED BETWEEN 600 AND 1000 FT LBS
COMMENT 800 FT-LBS = 89.3 @ 200 FT
COMMENT POWER = 80%
AL    93480.0     0.0    89.1    87.0    84.8    82.5    80.2    77.9         1
         75.5    73.0    70.3    67.6    64.8    61.6    58.2    54.4         2
         50.2    45.8    41.8    37.6    33.1    28.2    23.0    17.4         3
      93480.0   180.0    89.1    87.0    84.8    82.5    80.2    77.9         4
         75.5    73.0    70.3    67.6    64.8    61.6    58.2    54.4         5
         50.2    45.8    41.8    37.6    33.1    28.2    23.0    17.4
COMMENT T34 RUNUP DATA BASED ON CONTROLLED HMMH MEASUREMENTS MADE
COMMENT NAS WHITING 18 APR 84 1000 FT LBS = 91.5 @ 200 FT       -11.8
COMMENT MAX POWER (98%)
AL    93410.0     0.0    91.5    89.4    87.2    84.9    82.6    80.3         1
         77.9    75.4    72.7    70.0    67.2    64.0    60.6    56.8         2
         52.6    48.2    44.2    40.0    35.5    30.6    25.4    19.8         3
      93410.0   180.0    91.5    89.4    87.2    84.9    82.6    80.3         4
         77.9    75.4    72.7    70.0    67.2    64.0    60.6    56.8         5
         52.6    48.2    44.2    40.0    35.5    30.6    25.4    19.8
AL       62102       0    91.6    89.5    85.8    82.2    79.2    76.2         1
COMMENT 62102W0 OMEGA11.3 17 May 94  73 F  76 PCT  29.92 IN HG   HE-621-001 01
COMMENT 62102W0 UH60A AT  0 FT AGL        USA-CERL Data 08 Jul 92  N62165A0
COMMENT 62102W0  OGE LOAD                5.000 POWER
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6         2
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7         3
         62102     100    91.6    89.5    85.8    82.2    79.2    76.2         4
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6         5
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7         6
         62102     110    91.6    89.5    85.8    82.2    79.2    76.2         7
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6         8
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7         9
         62102     120    91.6    89.5    85.8    82.2    79.2    76.2        10
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6        11
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7        12
         62102     130    91.6    89.5    85.8    82.2    79.2    76.2        13
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6        14
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7        15
         62102     140    91.6    89.5    85.8    82.2    79.2    76.2        16
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6        17
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7        18
         62102     150    91.6    89.5    85.8    82.2    79.2    76.2        19
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6        20
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7        21
         62102     160    91.6    89.5    85.8    82.2    79.2    76.2        22
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6        23
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7        24
         62102     170    91.6    89.5    85.8    82.2    79.2    76.2        25
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6        26
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7        27
         62102     180    91.6    89.5    85.8    82.2    79.2    76.2        28
          73.4    70.6    67.8    65.2    62.6    60.0    57.4    54.6        29
          51.5    48.3    44.7    40.8    36.1    31.0    26.0    21.7
COMMENT  ************************************************************
COMMENT  ********************** TAXIWAY YANKEE - NORTH END ***********
COMMENT  ************************************************************
COMMENT  --------------------- P-3A/B MAINTENANCE -------------------
RNPPAD  99132. 204198.     038                                        MR1A
RUDSCR     137     100   13793                                        P3A-T56
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RUNUP      137     100                          0.03    0.00     900.   P3A-T56
RNPPAD  99132. 204198.     128                                           MR1B
RUDSCR     137     100   13793                                           P3A-T56
RUNUP      137     100                          0.33    0.00     900.   P3A-T56
RNPPAD  99132. 204198.     173                                           MR1C
RUDSCR     137     100   13793                                           P3A-T56
RUNUP      137     100                          0.03    0.00     900.   P3A-T56
RNPPAD  99132. 204198.     218                                           MR1D
RUDSCR     137     100   13793                                           P3A-T56
RUNUP      137     100                          0.01    0.00     900.   P3A-T56
RNPPAD  99132. 204198.     308                                           MR1E
RUDSCR     137     100   13793                                           P3A-T56
RUNUP      137     100                          0.06    0.00     900.   P3A-T56
RNPPAD  99132. 204198.     353                                           MR1F
RUDSCR     137     100   13793                                           P3A-T56
RUNUP      137     100                          0.05    0.00     900.   P3A-T56
COMMENT  ************************************************************
COMMENT  ******************** USCG SEAWALL AREA ********************
COMMENT  ************************************************************
COMMENT  -------------------- HU-25 MAINTENANCE --------------------
RNPPAD 106056. 204942.     038                                           MR2A
RUDSCR     085      96   08501                                           HU25-ATF
RUNUP      085      96                          0.01    0.00    5400.   HU25-ATF
RNPPAD 106056. 204942.     128                                           MR2B
RUDSCR     085      96   08501                                           HU25-ATF
RUNUP      085      96                          0.08    0.01    5400.   HU25-ATF
RNPPAD 106056. 204942.     173                                           MR2C
RUDSCR     085      96   08501                                           HU25-ATF
RUNUP      085      96                          0.01    0.00    5400.   HU25-ATF
RNPPAD 106056. 204942.     218                                           MR2D
RUDSCR     085      96   08501                                           HU25-ATF
RUNUP      085      96                          0.00    0.00    5400.   HU25-ATF
RNPPAD 106056. 204942.     308                                           MR2E
RUDSCR     085      96   08501                                           HU25-ATF
RUNUP      085      96                          0.02    0.00    5400.   HU25-ATF
RNPPAD 106056. 204942.     353                                           MR2F
RUDSCR     085      96   08501                                           HU25-ATF
RUNUP      085      96                          0.01    0.00    5400.   HU25-ATF
COMMENT  -------------------- HH-65 MAINTENANCE --------------------
RNPPAD 106056. 204942.     038                                           MR2A
RUDSCR     998     100   62102                                           HU25-ATF
RUNUP      998     100                          0.06    0.06    1227.   HU25-ATF
RNPPAD 106056. 204942.     128                                           MR2B
RUDSCR     998     100   62102                                           HU25-ATF
RUNUP      998     100                          0.65    0.65    1227.   HU25-ATF
RNPPAD 106056. 204942.     173                                           MR2C
RUDSCR     998     100   62102                                           HU25-ATF
RUNUP      998     100                          0.06    0.06    1227.   HU25-ATF
RNPPAD 106056. 204942.     218                                           MR2D
RUDSCR     998     100   62102                                           HU25-ATF
RUNUP      998     100                          0.01    0.01    1227.   HU25-ATF
RNPPAD 106056. 204942.     308                                           MR2E
RUDSCR     998     100   62102                                           HU25-ATF
RUNUP      998     100                          0.12    0.12    1227.   HU25-ATF
RNPPAD 106056. 204942.     353                                           MR2F
RUDSCR     998     100   62102                                           HU25-ATF
RUNUP      998     100                          0.10    0.10    1227.   HU25-ATF
COMMENT  ************************************************************
COMMENT  ******************** CCAD SEAWALL AREA ********************
COMMENT  ************************************************************
COMMENT  -------------------- UH60A MAINTENANCE --------------------
RNPPAD 107546. 204494.     038                                           MR3A
RUDSCR     621     100   62102                                           UH60-T40
RUNUP      621     100                          1.20    0.00    7200.   UH60-T40
RNPPAD 107546. 204494.     128                                           MR3B
RUDSCR     621     100   62102                                           UH60-T40
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RUNUP      621     100                          13.00    0.00    7200.   UH60-T40
RNPPAD 107546. 204494.     173                                            MR3C
RUDSCR     621     100   62102                                            UH60-T40
RUNUP      621     100                           1.20    0.00    7200.   UH60-T40
RNPPAD 107546. 204494.     218                                            MR3D
RUDSCR     621     100   62102                                            UH60-T40
RUNUP      621     100                           0.20    0.00    7200.   UH60-T40
RNPPAD 107546. 204494.     308                                            MR3E
RUDSCR     621     100   62102                                            UH60-T40
RUNUP      621     100                           2.40    0.00    7200.   UH60-T40
RNPPAD 107546. 204494.     353                                            MR3F
RUDSCR     621     100   62102                                            UH60-T40
RUNUP      621     100                           2.00    0.00    7200.   UH60-T40
COMMENT  ************************************************************
COMMENT  ********************** SIERRA LINE AREA **********************
COMMENT  ************************************************************
COMMENT  --------------------- T34 MAINTENANCE ----------------------
RNPPAD 104180. 203079.     038                                            MR4A
RUDSCR     934      98   93410                                            T34-PT6
RUNUP      934      98                           0.48    0.05      60.   T34-PT6
RUDSCR     934      80   93480                                            T34-PT6
RUNUP      934      80                           0.48    0.05     300.   T34-PT6
RNPPAD 104180. 203079.     128                                            MR4B
RUDSCR     934      98   93410                                            T34-PT6
RUNUP      934      98                           5.17    0.57      60.   T34-PT6
RUDSCR     934      80   93480                                            T34-PT6
RUNUP      934      80                           5.17    0.57     300.   T34-PT6
RNPPAD 104180. 203079.     173                                            MR4C
RUDSCR     934      98   93410                                            T34-PT6
RUNUP      934      98                           0.48    0.05      60.   T34-PT6
RUDSCR     934      80   93480                                            T34-PT6
RUNUP      934      80                           0.48    0.05     300.   T34-PT6
RNPPAD 104180. 203079.     218                                            MR4D
RUDSCR     934      98   93410                                            T34-PT6
RUNUP      934      98                           0.08    0.01      60.   T34-PT6
RUDSCR     934      80   93480                                            T34-PT6
RUNUP      934      80                           0.08    0.01     300.   T34-PT6
RNPPAD 104180. 203079.     308                                            MR4E
RUDSCR     934      98   93410                                            T34-PT6
RUNUP      934      98                           0.95    0.11      60.   T34-PT6
RUDSCR     934      80   93480                                            T34-PT6
RUNUP      934      80                           0.95    0.11     300.   T34-PT6
RNPPAD 104180. 203079.     353                                            MR4F
RUDSCR     934      98   93410                                            T34-PT6
RUNUP      934      98                           0.80    0.09      60.   T34-PT6
RUDSCR     934      80   93480                                            T34-PT6
RUNUP      934      80                           0.80    0.09     300.   T34-PT6
COMMENT  --------------------- T44 MAINTENANCE ----------------------
RNPPAD 104180. 203079.     120                                            MR4G
RUDSCR     944      98   93410                                            T44-PT6
RUNUP      944      98                           4.58    0.68     900.   T44-PT6
RNPPAD 104180. 203079.     150                                            MR4H
RUDSCR     944      98   93410                                            T44-PT6
RUNUP      944      98                           4.58    0.68     900.   T44-PT6
RNPPAD 104180. 203079.     240                                            MR4I
RUDSCR     944      98   93410                                            T44-PT6
RUNUP      944      98                           4.58    0.68     900.   T44-PT6
COMMENT  ************************************************************
COMMENT  ******************** DESIGNATED RUNUP AREAS ******************
COMMENT  ************************************************************
COMMENT  --------------------- T-34C PREFLIGHT ----------------------
RNPPAD 100000. 200000.     038                                            PR1
RUDSCR     934      80   93480                                            T34-PT6
RUNUP      934      80                           4.62    0.10      20.   T34-PT6
RNPPAD 101709. 201878.     128                                            PR2
RUDSCR     934      80   93480                                            T34-PT6
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# APPENDIX C
# AICUZ Land Use Compatibility
# Aircraft Noise and Accident Potential

Air Force AICUZ Land Use Compatibility with respect to Noise and Accident Potential

| LAND USE | | ACCIDENT POTENTIAL ZONES | | | NOISE ZONES | | | |
|---|---|---|---|---|---|---|---|---|
| SLUCM NO. | NAME | CLEAR ZONE | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
| 10 | Residential | | | | | | | |
| 11 | Household units | | | | | | | |
| 11.11 | Single units; detached | N | N | Y[1] | A[11] | B[11] | N | N |
| 11.12 | Single units; semidetached | N | N | N | A[11] | B[11] | N | N |
| 11.13 | Single units; attached row | N | N | N | A[11] | B[11] | N | N |
| 11.21 | Two units; side—by-side | N | N | N | A[11] | B[11] | N | N |
| 11.22 | Two units; one above the other | N | N | N | A[11] | B[11] | N | N |
| 11.31 | Apartments; walk up | N | N | N | A[11] | B[11] | N | N |
| 11.32 | Apartments; elevator | N | N | N | A[11] | B[11] | N | N |
| 12 | Group quarters | N | N | N | A[11] | B[11] | N | N |
| 13 | Residential hotels | N | N | N | A[11] | B[11] | N | N |
| 14 | Mobile home parks or courts | N | N | N | N | N | N | N |
| 15 | Transient lodgings | N | N | N | A[11] | B[11] | C[11] | N |
| 16 | Other residential | N | N | N[1] | A[11] | B[11] | N | N |
| 20 | Manufacturing | | | | | | | |
| 21 | Food & kindred products; manufacturing | N | N[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 22 | Textile mill products; manufacturing | N | N[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 23 | Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing | N | N | N[2] | Y | Y[12] | Y[13] | Y[14] |
| 24 | Lumber and wood products (except furniture); manufacturing | N | Y[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 25 | Furniture and fixtures; manufacturing | N | Y[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 26 | Paper & allied products; manufacturing | N | Y[2] | Y | Y | Y[12] | Y[13] | Y[14] |

LEGEND

SLUCM -Standard Land Use Coding Manual
Y(Yes) - Land use and related structures compatible without restriction
N(No) - Land use and related structures are not compatible and should be prohibited
NLR (Noise Level Reduction) - Noise level reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure (see Appendix E in Volume III for additional NLR information)
$Y^x$ (Yes with Restrictions) - Land use and related structures generally compatible; see notes 1 through 21
Nx (No with exceptions) - See notes 1 through 21
A, B, or C - Land use and related structures generally compatible; measures to achieve NLR for 66-70, 71-75, or 76-80 DNL/CNEL must be incorporated into design and construction of structure.
A*, B*, or C* - Land use generally compatible with NLR: However, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted
Ax, Bx - NLR: See footnotes

| LAND USE | | ACCIDENT POTENTIAL ZONES | | | NOISE ZONES | | | |
|---|---|---|---|---|---|---|---|---|
| SLUCM NO | NAME | CLEAR ZONE | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
| 27 | Printing, publishing, and allied industries | N | Y[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 28 | Chemicals and allied products manufacturing. | N | N | N[2] | Y | Y[12] | Y[13] | Y[14] |
| 29 | Petroleum refining and related industries | N | N | Y | Y | Y[12] | Y[13] | Y[14] |
| 30 | Manufacturing | | | | | | | |
| 31 | Rubber and misc. plastic products, manufacturing | N | N[2] | N[2] | Y | Y[12] | Y[13] | Y[14] |
| 32 | Stone, clay and glass products manufacturing | N | N[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 33 | Primary metal industries | | | | Y | Y[12] | Y[13] | Y[14] |
| 34 | Fabricated metal products; manufacturing | N | N[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 35 | Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing | N | N | N[2] | Y | A | B | N |
| 39 | Miscellaneous manufacturing | N | Y[2] | Y[2] | Y | Y[12] | Y[13] | Y[14] |
| 40 | Transportation, communications and utilities | | | | | | | |
| 41 | Railroad, rapid rail transit and street railroad transportation | N[3] | Y[4] | Y | Y | Y[12] | Y[13] | Y[14] |
| 42 | Motor vehicle transportation | N[3] | Y | Y | Y | Y[12] | Y[13] | Y[14] |
| 43 | Aircraft transportation | N[3] | Y[4] | Y | Y | Y[12] | Y[13] | Y[14] |
| 44 | Marine craft transportation | N[3] | Y[4] | Y | Y | Y[12] | Y[13] | Y[14] |
| 45 | Highway & street right-of-way | N[3] | Y | Y | Y | Y[12] | Y[13] | Y[14] |
| 46 | Automobile parking | N[3] | Y[4] | Y | Y | Y[12] | Y[13] | Y[14] |
| 47 | Communication | N[3] | Y[4] | Y | Y | A[15] | B[15] | N |
| 48 | Utilities | N[3] | Y[4] | Y | Y | Y | Y[12] | Y[13] |
| 49 | Other transportation communication and utilities | N[3] | Y[4] | Y | Y | A[15] | B[15] | N |
| 50 | Trade | | | | | | | |
| 51 | Wholesale trade | N | Y[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 52 | Retail trade—building materials, hardware and farm equipment | N | Y[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 53 | Retail trade—general merchandise | N | N[2] | Y[2] | Y | A | B | N |
| 54 | Retail trade—food | N | N[2] | Y[2] | Y | A | B | N |

# AGENDA

May 11, 1995

1. Corpus Christi Noise Study

2. Review Capacity Brief.
   a. Request official Navy rebuttal to Navy Meridian Team's evidence of errors in Navy figures and revised calculations.
   b. Status of PTR increase.

3. Rebut Corpus Christi presentation.
   a. Hurricanes.
   b. Airways.
   c. Training Traffic Pattern.
   d. Jet capability.
   e. Which runways are to be extended -- request official Navy rational for changing runway extension plans.

4. Status of Corrections to Military Value Matrix?

5. Status of GAO suggestion to review California bases since treatment vis a vis Meridian was inequitable.

6. Naval Technical Training Center Meridian Brief.

- Reviewed data NF used on T-45 - Not Factual (CCESNA)
- Noise Data for T-45 Not updated
- Put in Navy Values
- Page 9 tracks
- Page 11 Airspace - APZ/CZ
- Page 14 Noise issues LDN 65

Corpus

15, 16 Shows How Contours grow with more A/C (Taking on Corpus

**Robert A. Samis** has over twenty years experience in transportation and environmental studies with a special focus on airports. Mr. Samis has directed various aircraft noise, aviation forecasting, financial, and economic studies. Mr. Samis has been the principal investigator for aircraft noise studies for several military base training operations ( Charleston, Dyess, Little Rock, McChord) as well as major civilian airports ( O'Hare, Midway, Fort Lauderdale, Cincinnati, Columbus, Washington National, and Atlantic City. The Atlantic City study required extensive coordination with Air National Guard officers, an intensive noise monitoring program of F16 training operations, and noise modeling as part of an airport noise and land use compatibility study. Mr. Samis has assisted in the conduct or review of noise studies for LaGuardia, JFK, Newark, New Orleans, Pittsburgh, St. Louis, Washington Dulles, Beirut, U-Taphao, Thailand among others. Both the EPA's Office of Federal Activities, whose responsibilities focus on EIS reviews and provided his expertise to EPA's former Office Of Noise Abatement and Control as well as the FAA's Office of Environment and Energy have sought his expertise and counsel on aircraft and environmental noise issues and modeling. As chief of airport system planning for the Washington-Baltimore region he oversaw the forecasts, directed the analysis of airport ground access, analyzed air passenger surveys, and performed air service analyses. Mr. Samis has participated in organizational and financial studies for existing and new airports ranging from general aviation facilities to major hub and international airports. Mr. Samis received specialized training in airport noise assessment and undertook two years of graduate work for a Masters of Regional Planning at Cornell University.

**Paul Hamilton**, a graduate of Duke University, has over fourteen years of experience in aviation consulting, specializing in air traffic modeling, airport environmental issues, and general aviation operations. Mr. Hamilton conducted a study of the airspace interaction of four military facilities and their neighboring civilian airports for the Philadelphia metropolitan area. Recently, Mr. Hamilton studies F16 training at Atlantic City International Airport in order to define the flight paths of the aircraft. Another recent project focused on aircraft bird-strike hazards at a major international airport. This study addressed the capacity an safety implications of military operations and military special use airspace. He was one of the principal contractors on the team that developed the Federal Aviation Administration's SIMMOD airspace and airport simulation model. As an Airline Transport Pilot and flight instructor with thousands of hours of flight experience in the ATC system, he also brings direct operational experience. Mr. Hamilton is recognized as an authority on airport environmental issues. Over the past decade, he played a key role by developing the methods and procedures recognized by FAA for all approved airport air quality work. He is also experienced in airport noise issues and has provided counsel to both the EPA and the director of the FAA Office of Environment and Energy.

| LAND USE | | ACCIDENT POTENTIAL ZONES | | | NOISE ZONES | | | |
|---|---|---|---|---|---|---|---|---|
| SLUCM NO. | NAME | CLEAR ZONE | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
| 55 | Retail trade—automotive, marine craft, aircraft and accessories | N | Y[2] | Y[2] | Y | A | B | N |
| 56 | Retails trade—apparel and accessories | N | N[2] | Y[2] | Y | A | B | N |
| 57 | Retail trade—furniture, home furnishings and equipment | N | N[2] | Y[2] | Y | A | B | N |
| 58 | Retail trade-eating and drinking establishments | N | N | N[2] | Y | A | B | N |
| 59 | Other retail trade | N | N[2] | Y[2] | Y | A | B | N |
| 60 | Services | | | | | | | |
| 61 | Finance, insurance and real estate services | N | N | Y[6] | Y | A | B | N |
| 62 | Personal services | N | N | Y[6] | Y | A | B | N |
| 62.4 | Cemeteries | N | Y[7] | Y[7] | Y | A | Y[13] | Y[14,21] |
| 63 | Business Services | N | Y[8] | Y[8] | Y | A | B | N |
| 64 | Repair Services | N | Y[2] | Y | Y | Y[12] | Y[13] | Y[14] |
| 65 | Professional services | N | N | Y[6] | Y | A | B | N |
| 65.13 | Hospitals, nursing homes | N | N | N | A* | B* | N | N |
| 65.19 | Other medical facilities | N | N | N | Y | A | B | N |
| 66 | Contract construction services | N | Y[6] | Y | Y | A | B | N |
| 67 | Governmental services | N | N | Y[6] | Y* | A* | B* | N |
| 68 | Educational services | N | N | N | A* | B* | N | N |
| 69 | Miscellaneous services | N | N[2] | Y[2] | Y | A | B | N |
| 70 | Cultural, entertainment and recreational | | | | | | | |
| 71 | Cultural activities (including churches) | N | N | N[2] | A* | B* | N | N |
| 71.2 | Nature exhibits | N | Y[2] | Y | Y* | N | N | N |
| 72 | Public assembly | N | N | N | Y | N | N | N |
| 72.1 | Auditoriums, concert halls | N | N | N | A | B | N | N |
| 72.11 | Outdoor music shells, amphitheaters | N | N | N | N | N | N | N |
| 72.2 | Outdoor sports arenas, spectator sports | N | N | N | Y[17] | Y[17] | N | N |
| 73 | Amusements | N | N | Y[8] | Y | Y | N | N |
| 74 | Recreational activities (including golf courses, riding stables, water recreation) | N | Y[8,9,10] | Y | Y* | A* | B* | N |
| 75 | Resorts and group camps | N | N | N | Y* | Y* | N | N |
| 76 | Parks | N | Y[8] | Y[8] | Y* | Y* | N | N |

| LAND USE | | ACCIDENT POTENTIAL ZONES | | | NOISE ZONES | | | |
|---|---|---|---|---|---|---|---|---|
| SLUCM NO. | NAME | CLEAR ZONE | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
| 79 | Other cultural, entertainment and recreation | N | Y[9] | Y[9] | Y* | Y* | N | N |
| 80 | Resource production and extraction | | | | | | | |
| 81 | Agriculture (except livestock) | Y | Y | Y | Y[18] | Y[19] | Y[20] | Y[20,21] |
| 81.5 | Livestock farming and animal | | | | | | | |
| 81.7 | Breeding | N | Y | Y | Y[18] | Y[19] | Y[20] | Y[20,21] |
| 82 | Agricultural related activities | N | Y[5] | Y | Y[18] | Y[19] | N | N |
| 83 | Forestry activities and related services | N[5] | Y | Y | Y[18] | Y[19] | Y[20] | Y[20,21] |
| 84 | Fishing activities and related services | N[5] | Y[5] | Y | Y | Y | Y | Y |
| 85 | Mining activities and related services | N | Y[5] | Y | Y | Y | Y | Y |
| 89 | Other resource production and extraction | N | Y[5] | Y | Y | Y | Y | Y |

*The designation of these uses as "compatible" in this zone reflects individual Federal agencies, and program consideration of general cost and feasibility factors as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider.

Table 2.1 (continued)

Notes

1. Suggested maximum density 1-2 dwelling units per acre, possibly increased under a Planned Unit Development (PUD) where maximum lot coverage is less than 20 percent.

2. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures.

3. The placing of structures, buildings, or above-ground utility lines in the clear zone is subject to severe restrictions. In a majority of the clear zones, these items are prohibited. See AFR 19-9 for specific guidance.

4. No passenger terminals and no major above-ground transmission lines in APZ I.

5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, air pollution.

6. Low-intensity office uses only. Meeting places, auditoriums, etc., not recommended.

7. Excludes chapels.

(notes continued)

8. Facilities must be low intensity.

9. Clubhouse not recommended.

10. Small areas for people gathering places are not recommended.

11.

a. Although local conditions may require residential use, it is discouraged in DNL/CNEL 65-70 and strongly discouraged in DNL/CNEL 70-75. The absence of viable alternative development options should be determined and an evaluation indicating that a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.

b. Where the community determines that residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) for DNL/CNEL 66-70 and DNL/CNEL 71-75 should be incorporated into building codes and be considered in individual approvals. See Appendix E of Volume III for a reference to updated NLR procedures.

c. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help mitigate outdoor exposure particularly from level sources. Measures that reduce noise at a site should be used whenever practical in preference to measures which only protect interior spaces.

12. Measures to achieve the NLR for 66-70 DNL/CNEL must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

13. Measures to achieve the NLR for 71-75 DNL/CNEL must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

14. Measures to achieve the NLR for 76-80 DNL/CNEL must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

15. If noise sensitive use indicated NLR; if not, use is compatible

16. No buildings.

17. Land use compatible provided special sound reinforcement systems are installed.

18. Residential buildings require the NLR for 66-70 DNL/CNEL.

19. Residential buildings require the NLR for 71-75 DNL/CNEL.

20. Residential buildings not permitted.

21. Land use not recommended; built if community decides use is necessary; hearing protection devices should be worn by personnel.

# Document Separator

**COMMANDING OFFICER**
**NAVAL AIR STATION**

April 2, 1995

Dear Colonel Beyer,

Welcome to Navy Meridian, "The Pride of the South!"

Our mission includes providing facilities, services, and materials for our tenants to train the best pilots in the world and teach basic technical skills to young enlisted personnel, preparing them to better serve their country.

We're very proud of our base and the professionalism and cooperative spirit of our staff and personnel. You will find they place high value on courteously providing for your needs. We know you will enjoy your stay.

If there is anything I can do or should you need my assistance, please call my office (679-2111) or my quarters (679-9699).

Very respectfully,

R. L. LEITZEL
Captain, U.S. Navy

COMMANDER
TRAINING AIR WING ONE
NAVAL AIR STATION
MERIDIAN, MISSISSIPPI 39309-5100

2 April 1995

Dear Lt Col Beyer,

Welcome to Naval Air Station, Meridian, Mississippi, the "Pride of the South" and the Navy's best kept secret.

The CTW-1/NAS team produces one-half of the Navy's tactical jet carrier pilots. We are proud of our product and our home. The City of Meridian is extremely supportive of our base and radiates the true spirit of "Southern Hospitality."

The professional men and women on board are extremely proud of their contributions to our mission. The quality of training and the services provided are truly first-class. Their pride is also reflected in the fine facilities and well maintained grounds, which will be highlighted during your visit.

Again, welcome and it would be an understatement to say that everyone here hopes your stay will be enjoyable and provide you a "firsthand" observation of our mission and this quality installation.

Should you need any assistance during your visit, please call me at 679-2148 (office) or 679-1135 (home).

Welcome aboard,

T. J. PUDAS
Captain, U. S. Navy

Lt Col Merrill Beyer, USAF
DBCRC Staff

01 June 1994

From: CBQ Manager, NAS Meridian
To: All Billeting Residents

Subj: FIRE/EMERGENCY REPORTING AND EVACUATION PROCEDURES

Ref: (a) COMNAVSAFECEN Message 201149Z, April 94
(b) NAVFAC P-1021 Navy Shore Establishment Fire Protection/Prevention Program
(c) National Fire Code 101 Life Safety Code
(d) NASMERINST 11320.1E Fire Regulations

1. During check in, you the resident are advised that fire drills are conducted without warning on a quarterly basis, some of which may occur at night or early morning.

(a) All residents are expected to leave their rooms in a timely, but safe manner and exit the building via the nearest available route. "Exit Evacuation Routes" are posted in or near each stairwell. Occupants should familiarize themselves with the appropriate routing for their respective wings.

(b) Once the residents leave their room, they should not re-enter them for <u>any reason</u> until cleared by the Fire Chief.

(c) The designated muster areas are:

CBQ/BLDG 218- directly in front of the CBQ on the mound. Therefore, no matter where they exit the building, they must go to that area. This aids in occupant/staff accountability. The BPO's are required to have the buildings total occupancy documentation available at the muster site.

BEQ/BLDG 208 (Family Quarters)- the enclosed concrete recreational area on the north side of the building.

BEQ/BLDG 326- the wooded area directly behind the buildings maintenance compound, located at the rear of the building.

BEQ/BLDG 205- in the parking lot between the base galley and the barracks.

BEQ/BLDG 357 (NTTC)- in front of the building.

BEQ/BLDGS 353, 354, 355, 356, 358, 359, 360 (NTTC)- the open area grinder in the rear of building 359.

COMNAVSURFPAC DiskLook Utility
Listing of: N05479BK.NRU
---
RTTUZYUW RUCOSGG9597 1101149-UUXX--RHFJPRF.
ZNR UUUXX
P 201149Z APR 94 ZYB PSN 929223J27
FM COMNAVSAFECEN NORFOLK VA//40/FILE//
TO ALSAFE
AIG ONE ONE THREE TWO NINE
AIG ONE ONE THREE FOUR SIX
AIG THREE ZERO THREE
AIG ONE ONE FOUR FIVE THREE
INFO RUEAHOF/COMNAVFACENGCOM ALEXANDRIA VA//13F/04P-F//
RUEACMC/CMC WASHINGTON DC//LFF1/ASL-45//
RULSNAA/COMNAVAIRSYSCOM WASHINGTON DC//PMA251M1//
RUCOSGG/COMLANTDIVNAVFACENGCOM NORFOLK VA//09BF//
RUCOSGG/WESTDIVNAVFACENGCOM SAN BRUNO CA//18F//
BT
UNCLASS //N05100//
PASS TO BQ MANAGERS, SAFETY MANAGERS, FIRE CHIEFS, AND FIRE
PREVENTION DIVISIONS
MSGID/GENADMIN/COMNAVSAFECEN/40-385/APR//
SUBJ/BOQ-BEQ EVACUATION IN THE EVENT OF FIRES//
REF/A/NATIONAL FIRE PROTECTION ASSOCIATION LIFE SAFETY CODE
NFPA 101//
AMPN/REF A FIRE EXIT DRILLS ASHORE//
PAGE 02 RUCOSGG9597 UNCLASS
POC/V. LISA/GS12/DSN 564-1187/-/COMNAVSAFECEN 44/COML(804)444-
1187//
RMKS/1. A RECENT BOQ FIRE HAS IDENTIFIED THE NEED TO
REEMPHASIZE PERIODIC BOQ AND BEQ FIRE EXIT DRILLS AS PER
REF A.
2. CLASS C FIRE WAS DISCOVERED BY ROOM OCCUPANT AT 0215. SHE
WAS AWAKENED BY FIRE ALARM SYSTEM, TELEVISION AND OTHER
ARTICLES WERE ON FIRE. OCCUPANT EXITED SAFELY AND NEIGHBORS
WERE UNABLE TO EXTINGUISH THE FIRE. FIRE DEPARTMENT RESPONDED
AND EXTINGUISHED FIRE. PROPERTY LOSS APPROXIMATELY 87K.
3. LESSONS LEARNED INDICATE PROBLEMS WITH EVACUATION OF BOQ
OCCUPANTS DURING EARLY MORNING FIRES. BOQ RESIDENTS WERE NOT
FAMILIAR WITH PROCEDURES AND BUILDING FIRE ALARM WAS NOT LOUD
ENOUGH TO ALERT OCCUPANTS. RESIDENTS HAD TO KNOCK AND KICK ON
DOORS TO WARN SOME TO EVACUATE. OTHERS WERE NEVER ALERTED.
4. WE RECOMMEND (UPDATE A NEED TO HOLD FIRE DRILLS IN BQ'S). PERFORM
DRILLS IN THE EVENING WHEN A MAJORITY OF RESIDENTS ARE IN THE
BUILDING. ALSO YOU NEED TO EVALUATE FIRE ALARM SYSTEMS FOR
EFFICIENCY AND EFFECTIVENESS. MANAGERS SHOULD ISSUE WRITTEN FIRE
POLICY PROCEDURES TO LONG TERM RESIDENTS WITH SIGNATURE BLOCK FOR
PAGE 03 RUCOSGG9597 UNCLASS
ACKNOWLEDGEMENT AND UNDERSTANDING.//
BT
#9597
NNNN
DLVR:NAVTECHTRACEN MERIDIAN MS(1)...ACT
DLVR:NAS MERIDIAN MS(1)...ACT
DLVR:NAS WHITING FIELD MILTON FL(1)...ACT
DLVR:MATSG PENSACOLA FL(3)...ACT
DLVR:MATSG MERIDIAN MS(1)...ACT
DLVR:NAVCOMTELSTA PENSACOLA FL(1)...ACT

I acknowledge and understand the NAS Meridian Fire/Emergency Reporting and Evacuation Procedures.

Signed: _____ Date: _____

# Document Separator

# Welcome
# to

# Naval Air Station
# Corpus Christi, Texas

[redacted]

**NAVY**

- NAS Kingsville
- NAVSTA Ingleside
- Naval Hospital
- Navy Exchange
- 6 Personnel Support Detachments
- 3 Navy ROTC Activities
- 102 Navy Recruiting Offices

**DOD**

- Corpus Christi Army Depot
- Defense Info Systems Agency
- DECA Commissary
- Defense Printing Office
- Electronic Warfare Command
- 5 Reserve Centers

**FEDERAL**

- US Coast Guard, TX
- US Justice Department, CC
- Texas Maritime University
- US Customs, CC
- US Postmaster, CC

[redacted]

- Retail Supply Services
- Quality of Life
- Medical Services
- Housing
- Personnel Support
- Operations

- Contract Support
- Recreation
- Maintenance
- Security
- Emergency Services
- Utilities

# MAJOR TENANTS

[redacted]

Training Squadron 27
Training Squadron 28
Training Squadron 31

# TENANTS (CONTINUED)

[redacted]

**PROJECTED TENANTS**

**HELMINERON(S)** **NAMTRADET**

# TRAWING FOUR

**Mission:** Undergraduate flight training including academics and simulators

| **Assets:** | **Aircraft** | **Simulators** |
|---|---|---|
| | 71 T-34C | 6 2B37 (T-34C) |
| | 57 T-44A | 4 2F129 (T-44A) |
| | | 1 2C42 (T-34C) |

| | | |
|---|---|---|
| **Flight Hours: (FY94)** | T-34C | 39,840 |
| | T-44A | 20,520 |

| | | |
|---|---|---|
| **Manpower (Off/Enl/Civ):** | VT-27 | 56/30/1 |
| | VT-28 | 34/18/1 |
| | VT-31 | 52/22/2 |
| | TW-4 | 23/18/17 |

# NAVAL HOSPITAL

**Mission:** To provide comprehensive range of emergency outpatient and inpatient health care services to active duty personnel, dependents and other beneficiaries.

| | |
|---|---|
| **Present Hospital Built:** | March 23, 1974 |
| **Cost of Facilities:** | $10M |
| **Replacement Cost:** | $35.9M |
| **Building Footage:** | 221,000 Square Feet |
| **Average Daily Inpatient Load:** | 11.2 |
| **Authorized Beds:** | 55 |
| **Extended Bed Capacity:** | 195 |

**Staffing:** 84 Officers, 290 Enlisted, 126 Civilians

**Average Work Load:** 122,575 Outpatients a year

# CORPUS CHRISTI ARMY DEPOT

**Mission:** Performs overhaul, repair, and modernization of U.S. and foreign military helicopters.

| Production FY93 | |
|---|---|
| 266 | Aircraft rebuilt |
| 853 | Engines rebuilt |
| 39,983 | Components rebuilt |

| Manpower | |
|---|---|
| 3,000+ | Civilian |
| 20 | Military |

# CORPUS CHRISTI ARMY DEPOT

| Economic Profile | |
|---|---|
| $394.9M | Budget FY93 |
| $328.5M | Budget FY94 |

| Economic Impact FY93 | |
|---|---|
| 144.5M | Payroll |
| 4.6M | Construction |
| 14.8M | Local Procurement |
| 5.6M | Utilities |
| 169.5M | TOTAL |

* Over 6,000 personnel come to Corpus Christi annually to attend seminars, conventions, and other activities hosted by CCAD which adds another $1.8M to the local economy

# U.S. CUSTOMS

**Mission:** Surveillance Support Center. Provides radar coverage of the southern U.S. border, the Gulf of Mexico, the Caribbean Sea, Central and South America.

| | |
|---|---|
| **Assets:** | 4 P-3A<br>4 P-3B AEW |
| **Replacement Value:** | $350M |
| **Flight Hours:** | 5,500 per year |
| **Manpower:** | 102 Customs<br>81 Contract |

**Amount of Cocaine Seized FY 92:** 50,000 Lbs

**Proposed Expansion:**

2nd Hangar and Administrative Facility
$8M Project

# U.S. COAST GUARD

**Mission:** Search and rescue, drug interdiction, fisheries enforcement, and pollution monitoring, maintains 1300 aids to navigation, group office.

| | | |
|---|---|---|
| **Assets:** | 3 HU-25 Falcon Fanjets | |
| | 3 HH-65 Dolphin Helicopters | |
| | 22 Floating Assets | |
| | (Patrol, Aids to Navigation Boats, etc.) | |
| **Replacement Hangar:** | | $6M |
| **Annual Flight Hours:** | HU-25 | 2400 |
| | HH-65 | 1935 |
| **Assigned Personnel:** | | 225 |
| **SAR Responses:** | 303-Air Station/yr<br>1313-Group/yr | |

# RESERVE TRAINING CENTER

**Mission:** To provide for effective recruiting, training, and administration of reserve units and ensures their readiness for mobilization to augment active forces.

**Supports:** 14 Units
555 Personnel

| Active | | Reserves |
|---|---|---|
| 7 | Army | 103 |
| 23 | Navy | 282 |
| 8 | Marines | 90 |
| 22 * | Coast Guard | |

Replacement Value: $4.7M

* Law Enforcement Det

# COMINEWARCOM

**Mission:** Command and Staff Unit for all Mine Warfare.

Personnel

[redacted]

# COMINEWARINSGRU

**Mission:** Command and Staff of Mine Warfare Inspection Group.

[redacted]

[redacted]

# HELMINERON

1996-7?

[redacted]

[redacted]

# NAS CORPUS CHRISTI COMPLEX

| | | |
|---|---|---|
| Buildings and Structures | | 1061 |
| Replacement Value | | $1 Billion |
| Land (Acres) | | 4736 |
| Naval Air Station Complex<br>Waldron Field<br>Cabaniss Field | | |
| Family Housing Units | (Active) | 439 |
| Airfields | | 8 Runways<br>8 Cumulative Miles<br>Support Operations for 150 Base Aircraft |

# COMBINED BACHELOR QUARTERS

| BEDS: | BOQ | BEQ |
|---|---|---|
| Permanent Party | 174 (77%) | 277(100%) |
| Transient Party | 132 (84%) | 153 (94%)* |
| TOTAL | 306 (80%) | 430 (96%) |

*Includes Army Barracks w/ 87 beds.
344 Additional rooms under renovation

# FAMILY HOUSING REQUIREMENTS

| COMMAND | OCCUPANTS | WAITING LIST TOTAL | OFF | ENL |
|---|---|---|---|---|
| NAS Corpus Christi | 252 | 178 | 29 | 149 |
| NS Ingleside | 115 | 231 | 15 | 216 |
| Other DOD | 32 | 27 | 16 | 11 |
| US Coast Guard | 33 | 09 | 1 | 08 |
| TOTAL | 432 | 445 | 61 | 384 |

(5 Inactivated for Repair)

# MORALE, WELFARE AND RECREATION

Auto Hobby Shop
Bowling Center
Ceramic Shop
Child Development Center
C.C. Bay Club★ ★ ★ ★ ★
Fitness Center
Gulf Winds Golf Course
Indoor/Outdoor Sport Facilities
Gym, Marina, Pool,
RV Camp Grounds
Library
Pizza Sub Pub
Pre-Kindergarten Center
Theatre
Youth Activities Center

**53 Facilities Available/Nine Food Services**

Personnel: 24 Appropriated Fund
150 Non-Appropriated Fund
21 Military

[redacted]

# ECONOMIC CONTRIBUTIONS
(Dollars in Millions)

| LABOR | JOBS | DOLLARS |
|---|---|---|
| Civilian | 5144 | 213.9 |
| Military | 2400 | 79.9 |
| TOTAL Labor | 7544 | 293.8 |
| Base Ops Support(BOS) | | 76.4 |
| Flight Operations | | 6.0 |
| Military Construction | | 6.8 |
| OPN Equipment | | 0.6 |
| TOTAL Contribution | | 383.6 |

# STRENGTHS

- Location
- South Texas Complex Synergism

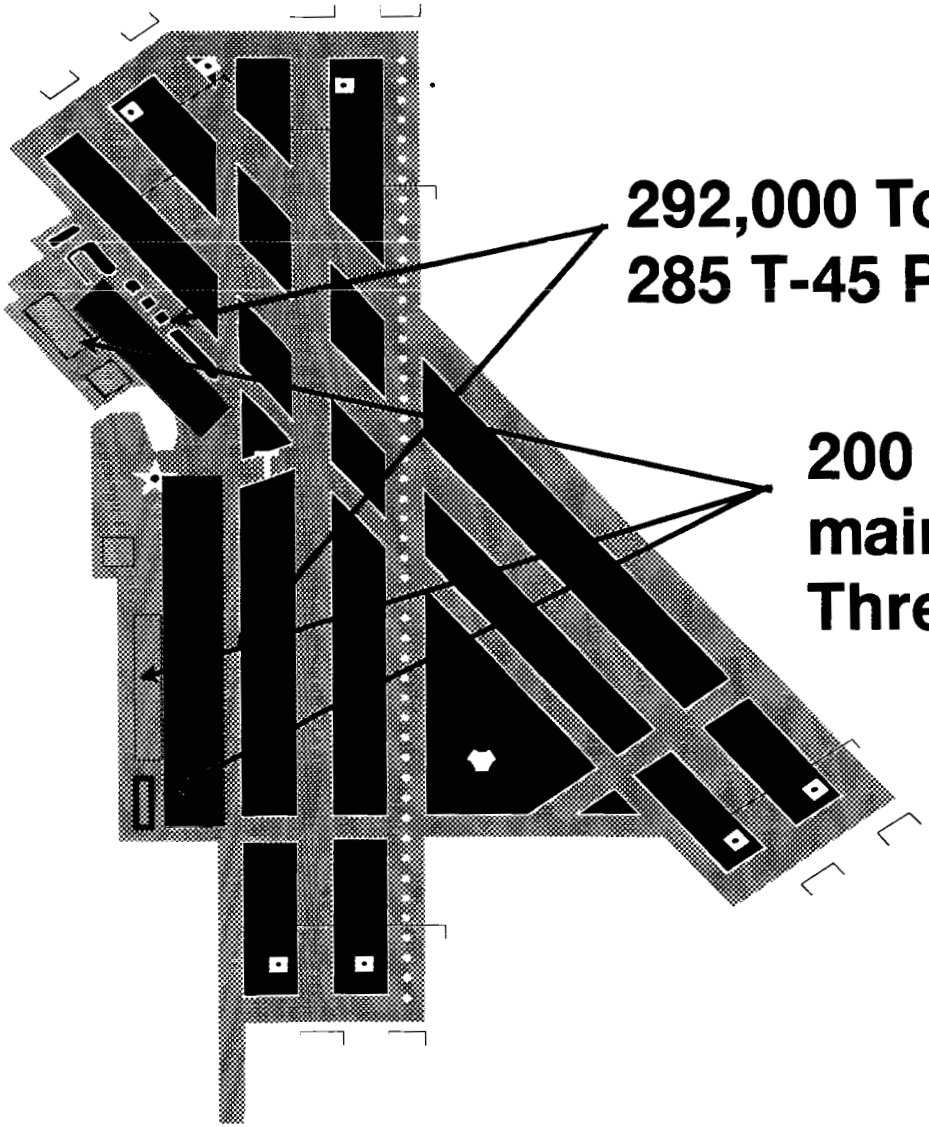
# Document Separator

# NAS Kingsville
# Training Air Wing TWO
# Overview

**LtCol. Brubaker, USMC LtCol. Beyer, USAF**
**Ms. Elizabeth King**
**BRAC Representatives**

18 April 1995

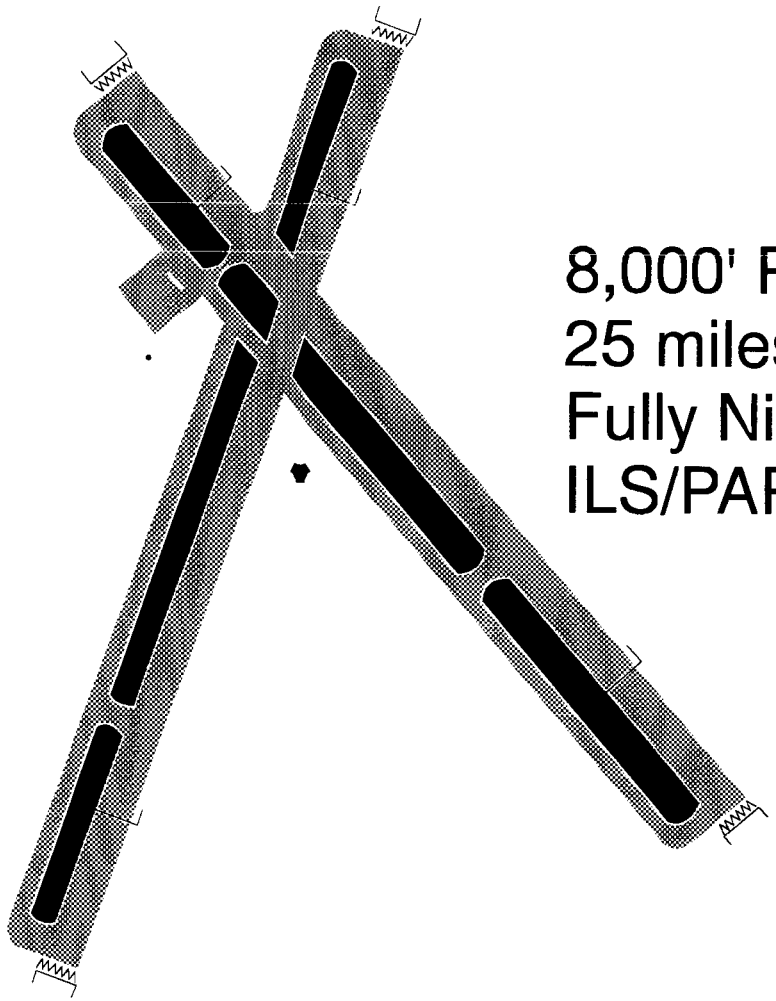
# NAS Kingsville Ramp Space and Maintenance Capability



292,000 Total Square Feet
285 T-45 Parking Capacity

200 T-45's can be maintained with Three Hangars

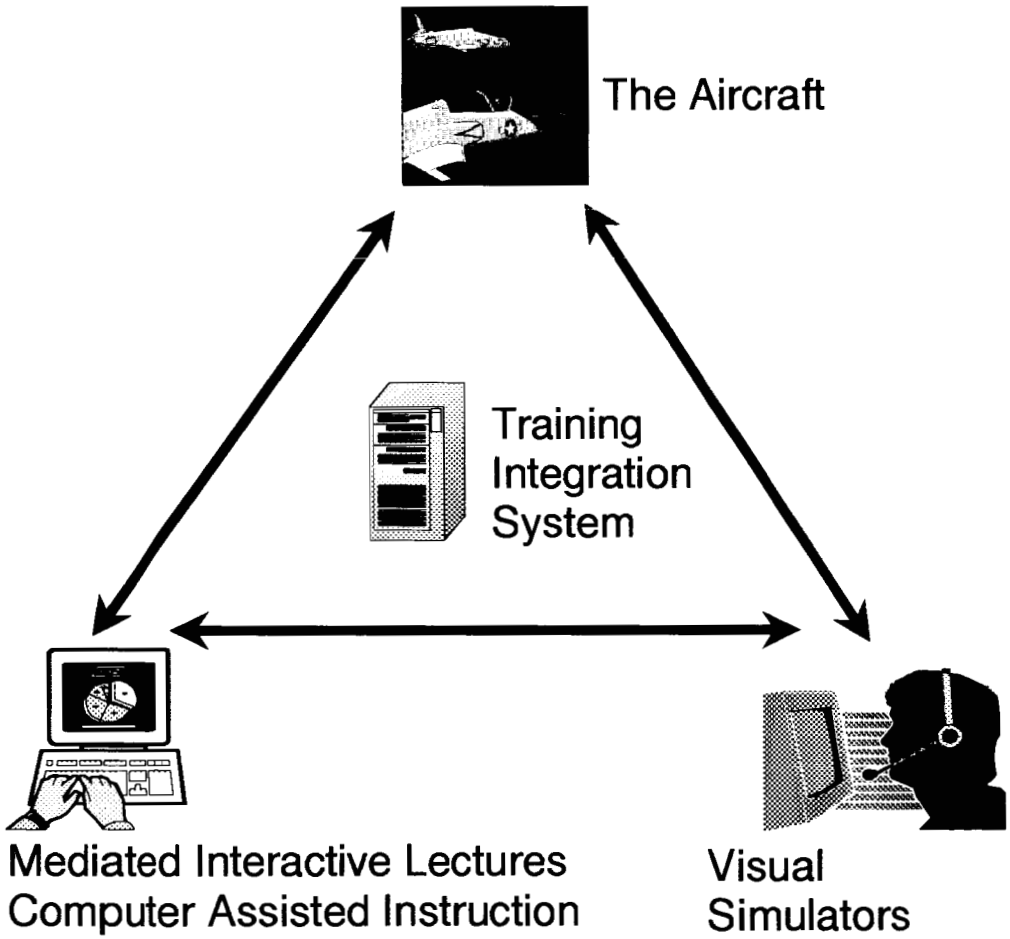
# Orange Grove Auxiliary Field



8,000' Runways
25 miles from NAS Kingsville
Fully Night Capable
ILS/PAR under construction

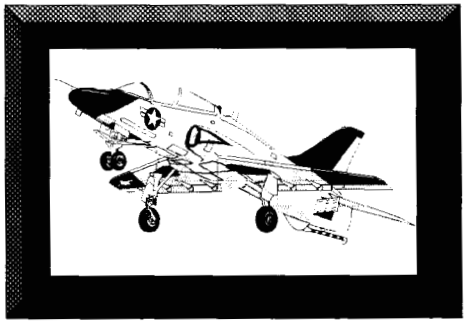
# T-45 Training System

## Integrated Training Triad

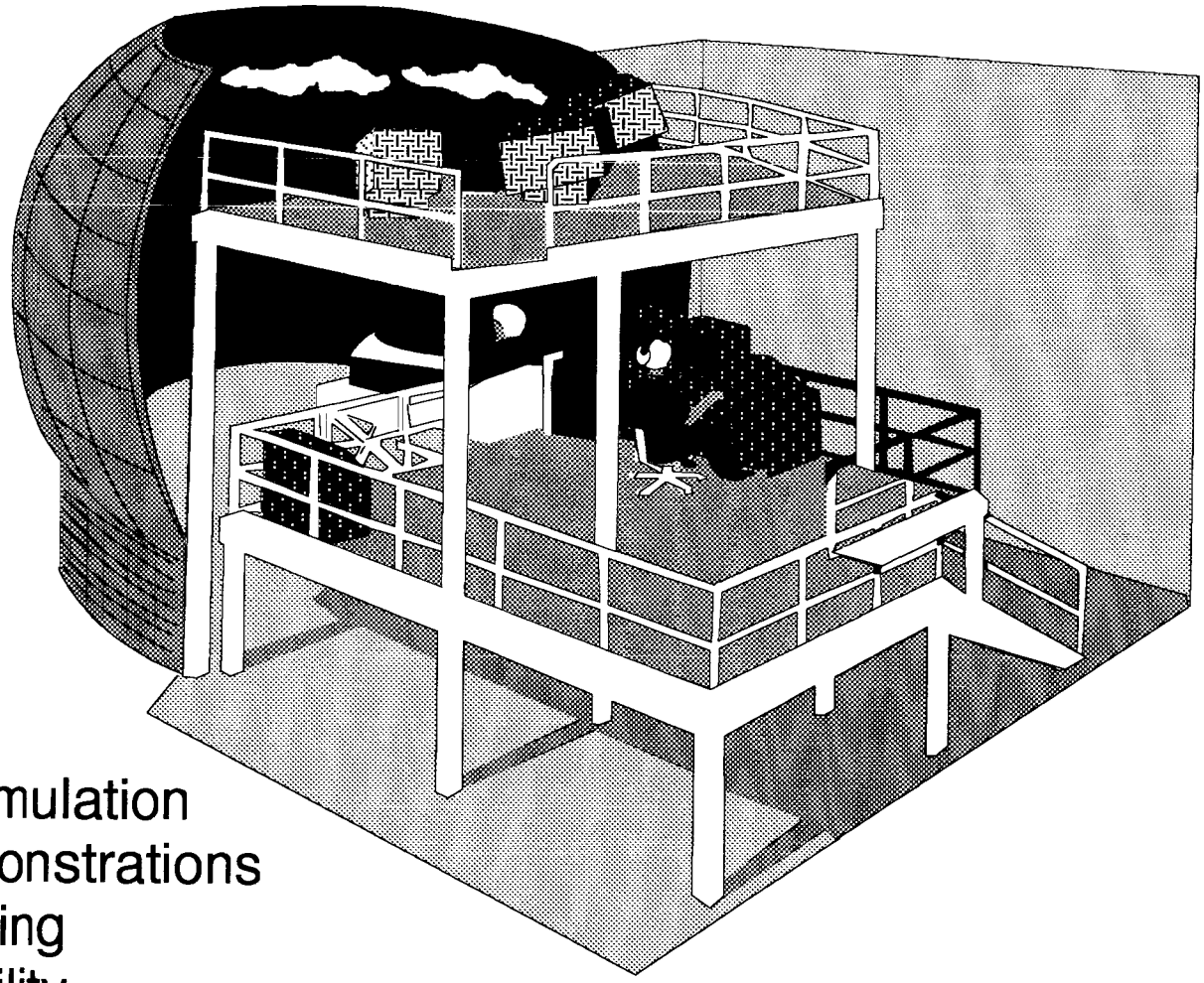


# T-45 Training Efficiency Enhancements

- System Integration
- Video Tape Recorder
- Fuel Efficiency
- Acceleration
- ILS
- VOR
- UHF/VHF radios
- Ground Turbine Starter
- Launch Bar
- Heads Up Display
- Cockpit 21



# Operational Flight Trainer



- State of the art simulation
- Prerecorded demonstrations
- Backwards Chaining
- Formation Capability

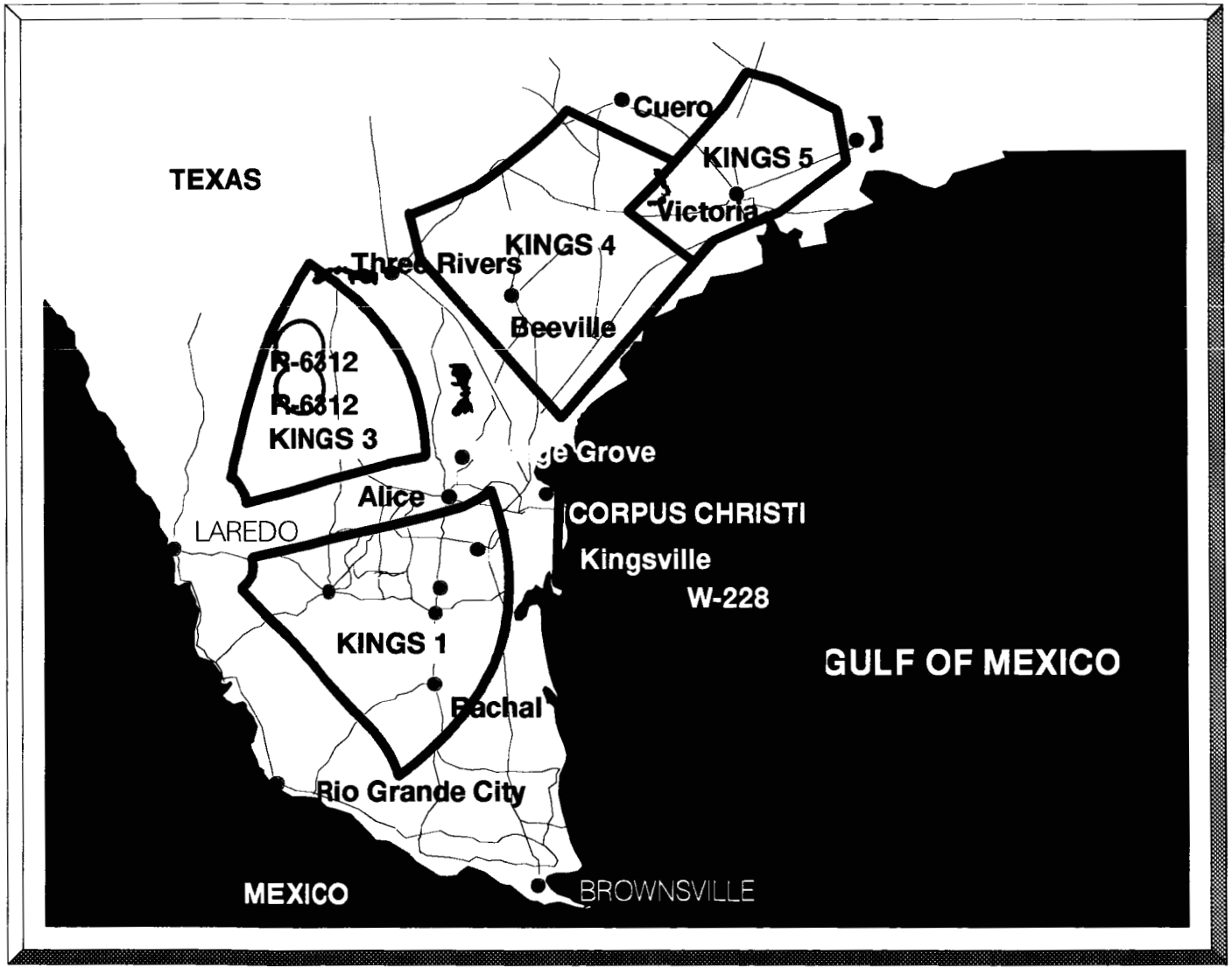
# Syllabus Comparison

## T-2/A-4, T-45 TS, T-45 Advanced Syllabus

| | T-2 and A-4 | T-45 TS | T-2/T-45 |
|---|---|---|---|
| Hours | 192 | 175.6 | 191 |
| A/C Sorties | 153 | 132 | 153 |
| Simulator Sorties | 63 | 72 | 79 |
| Time to Train | 47.5 wks | 41 wks | 48.4 wks |
| Cost per Hour | 385 $/hr | 220 $/hr | 275 $/hr |

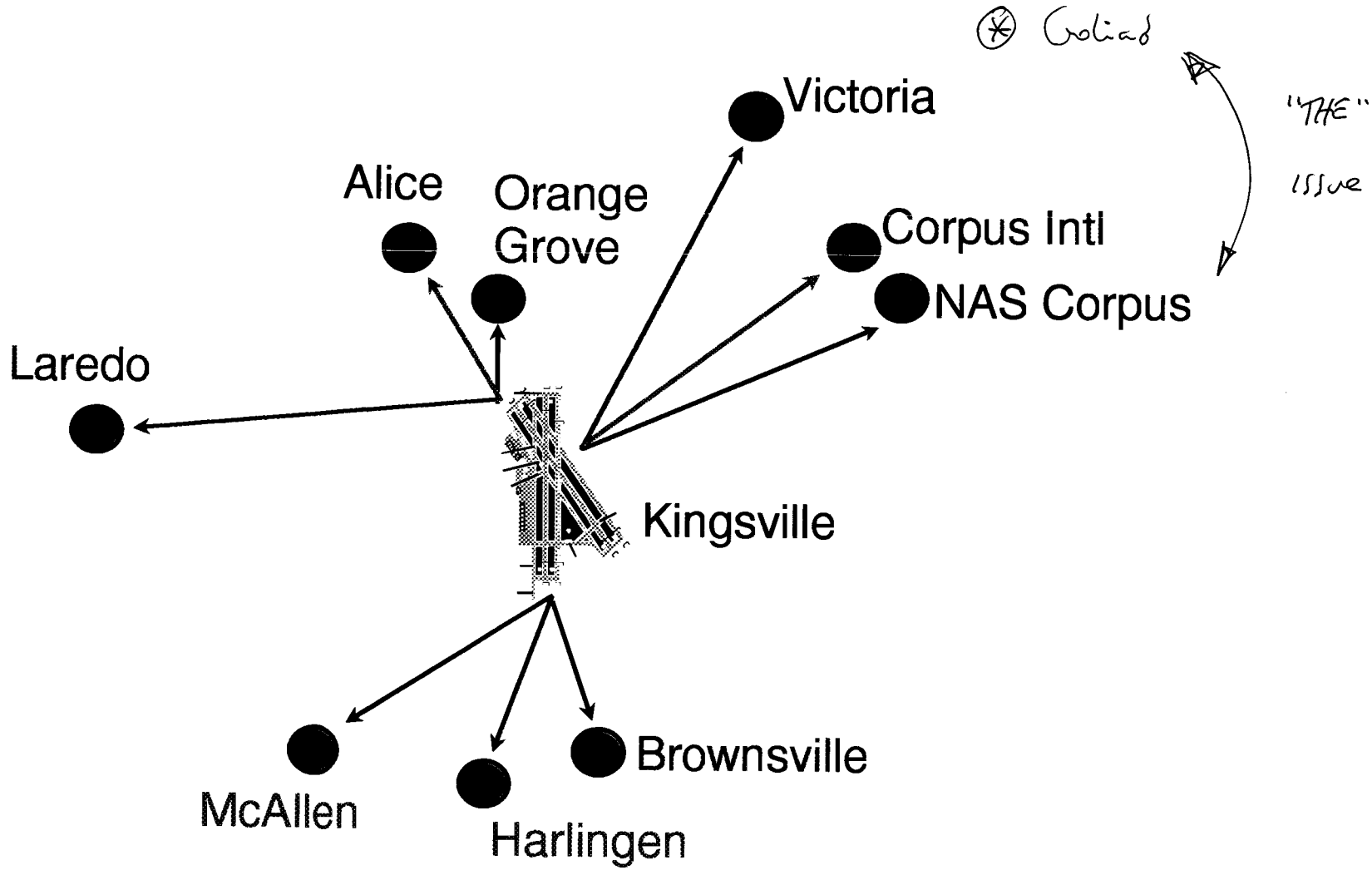
# Kingsville Military Operating Areas

Goliad would help Quick Turns out of K4

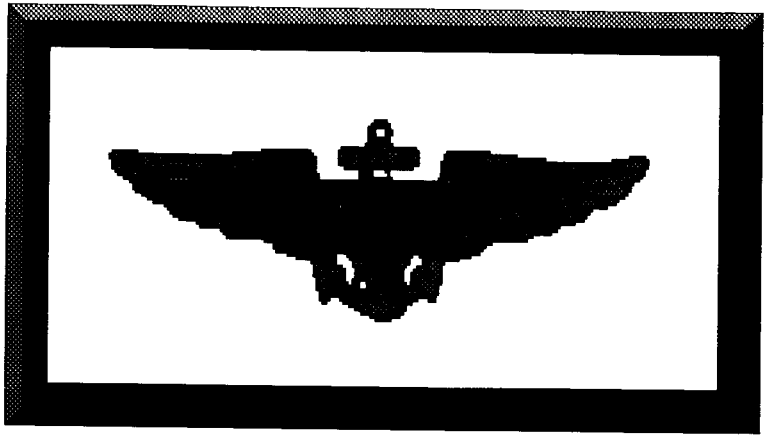


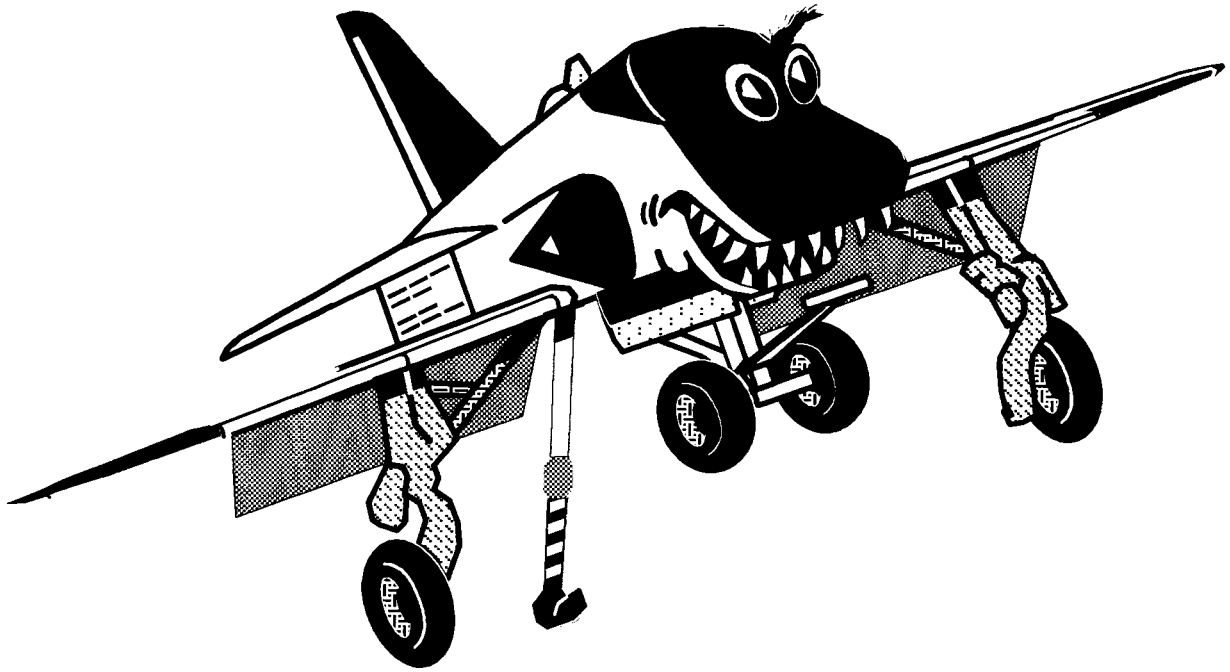

Kingsville airspace encompasses 18,200 square miles
(Almost twice the size of the state of Maryland)

# Suitable Training Fields Within 100 NM of NAS Kingsville



# Fly Navy





| | | |
|---|---|---|
| CAPT F. W. MONTESANO | COMMANDING OFFICER<br>NAS CORPUS CHRISTI | X2332 |
| CAPT J. J. GROSEL | COMMANDER<br>COMTRAWING FOUR | X2427 |
| CDR R. F. FALKENSTEIN II | EXECUTIVE OFFICER<br>NAS CORPUS CHRISTI | X2331 |
| CDR DARRELL MORGAN | AIR OPERATIONS OFFICER<br>NAS CORPUS CHRISTI | X2246 |
| CDR MARK GEMENDER | PUBLIC WORKS OFFICER<br>NASCORPC | X3664 |
| ASCM(AW/SW) ROBERT SCHNEIDER | COMMAND MASTER CHIEF<br>NASCORPC | X2914 |
| MR. JIM GALLAGHER | MANAGEMENT SERVICES OFFICER<br>NASCORPC | X3941 |
| CAPT CRAIG REYNOLDS, USN (RET) | SOUTH TEXAS MILITARY TASK<br>FORCE IN CORPUS CHRISTI | 883-5571 |
| LCDR MIKE PEPPARD | PUBLIC AFFAIRS OFFICER<br>NASCORPC | X3420 |
| LCDR I. VELEZ | ATC/AIRSPACE<br>CHIEF OF NAVAL AIR TRNG | X3862 |

AREA CODE (512)
LOCAL EXCHANGE 939
DSN: 861

$\frac{1}{4}$ IPs in MFH
$\frac{9}{10}$ SNDs - downtown

Should Navy require off to stay in DOQ

Increase in enlisteds (replacing contractors) will overload MFH.

Other tenants kick in BOS for base, less cost on UPT overhead

NAS Corpus Christie : TUE/APR 18, 95

Complex: Ingleside / Kingsville / Corpus UPT
Federal Tenants

Tenants: CNATRA
~~[illegible]~~ TRAWING 4
COMINECWARCOM

★ Definition of NAS vs NAF

Who is/isn't PKOF at Corpus?

Coast Guard
3 x HU-25 Falcon
3 x HH-65 Dolphin
8th District & Group Corpus Consolidation
Resv Trng Center

· NAS vs NAF realignment
contractor reductions, military increases } 69 Billet reduction

USMC HELMINGRON
- move to NAS Fort Carson for transition

CAPACITY OPS
- 90% of corpus ops T-45 related

OLF
Waldron → Helos

BRAC : Receiver of Alameda Helo SQ → requires Housing/Qs
non-BRAC : Center of Mine Warfare Excellence + all HH53s

# Document Separator

**DEPARTMENT OF THE NAVY**
CHIEF OF NAVAL AIR TRAINING
CNATRA
250 LEXINGTON BLVD SUITE 102
CORPUS CHRISTI TX 78419-5041

17 April 1995

Dear Colonel Beyer,

On behalf of all the officers, enlisted personnel, and civilians of the Naval Air Training Command, it is my pleasure to extend to you a warm welcome to NAS Corpus Christi. We hope you enjoy our South Texas hospitality.

The mission of the Naval Air Training Command is to produce the most highly skilled aviators in the world. Each of us has a key part in the pursuit of that mission, and I know you will feel the enthusiasm as you visit with us.

Our desire is to make your visit enjoyable and educational. Exchange of information and ideas is critical to the continuous improvement of the NATRACOM and its product. With this in mind, we look forward to assisting you in any way possible during the time you spend with us.

Sincerely,

W. B. HAYDEN
Rear Admiral, U.S. Navy

# ITINERARY FOR BRAC COMMISSION REPS

**Monday, 17 April 1995**

All times CDT

| | |
|---|---|
| 1955 | Arrive at Corpus Christi International Airport. |
| 2015 | Rent car for transit to dinner and BOQ. |
| TBD | Arrive NAS Corpus Christi BOQ. |

**Tuesday, 18 April 1995**

| | |
|---|---|
| 0700 ~~0730~~ | LCDR Velez meets BRAC representatives at BOQ for transport to flight line and escort. |
| 0800 | Depart NAS Corpus Christi in T-44. |
| 0820 | Land at NAS Kingsville for brief/windshield tour. |
| 0920 | Depart NAS Kingsville via T-44 for NAS Corpus Christi and OPAREA tour en route. |
| 1020 | Land NAS Corpus Christi. LCDR Velez transport BRAC representatives to Building 2. |
| 1040 | CO, NAS Corpus Christi conduct briefing and windshield tour. |
| 1230 | Arrive Corpus Christi Bay Club for lunch. CAPT Statskey and CAPT Smith in attendance. |
| 1315 | Depart Corpus Christi Bay Club, proceed to CNATRA headquarters, Building 1. |
| 1330 | Meet with CAPT Smith, CNATRA N3, Building 1, Room 213. |
| 1355 | Proceed to office call with RADM Hayden at 1400. |
| 1500 | Depart NAS Corpus Christi en route to Corpus Christi International Airport via rental car. |
| 1530 | Meet with Corpus Christi Chamber of Commerce representatives at airport. |
| 1630 | Proceed to airline departure gate. |
| 1700 | Commercial flight departs Corpus Christi. |

LIST OF PERTINENT PHONE NUMBERS
DSN: 861 COMM: (512) 939-

CHIEF OF NAVAL AIR TRAINING

| | | | |
|---|---|---|---|
| RADM William B. Hayden | CNATRA | W:<br>H: | 2671<br>937-2878 |
| CAPT Paul R. Statskey | CNATRA Chief of Staff | W:<br>H: | 2278<br>937-7026 |
| CAPT Duane Ulrich | CNATRA ACOS for Administrative Services and Manpower | W: | 2641 |
| POCs: CAPT Milt Smith/CDR Kirk Johnson | CNATRA ACOS for Training and Operations | W: | 3393/3739 |
| CDR Robert L. Kincl | Staff Chaplain (ADDU) | W: | 3751 |
| CAPT Joseph J. Grosel | Commander Training Air Wing FOUR | W: | 2935 |
| CAPT Frank W. Montesano | Commanding Officer, NAS Corpus Christi | W: | 2332 |
| LT Chris Chambers | CNATRA Aide/Flag Lieutenant | W: | 2672 |
| LT Chris Sims | CNATRA Public Affairs Officer | W: | 3666 |

## BASE TELEPHONE NUMBERS

Air Operations/Duty Officer (Passenger Info) - - - - - - - - - - 2505/2506/2507

Barber Shop - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 8880
Hours (M-F 0830-1630, Sat 0900-1530)

Bay Club - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2541
Hours (M-F 1100-1400, W-F 1700-2130, Sat 1800-2130, Sun 1000-1330)

BOQ (Main Desk) - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2380
Electronic Switchboard - - - - - - - - - - - - - - - - - - - - - - - - - - - 939-9800

CNATRA Duty Office - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2284

Fitness Center - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 3164
Hours (M-F 1745-2100, Sat 1000-1800, Sun 1300-1800)
Fees (Military $2/day, Civilian $3/day)

Naval Hospital - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2685
Flight Surgeon - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2977

Navy Exchange - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2166
Hours (M-W,F-Sat 1000-1800, Th 1000-2000, Sun 1200-1800)

OOD (NAS) - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2383

Pizza Sub Pub - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2249
Hours (M-Th 1100-2200, F-Sat 1100-2330, Sun 1500-2100)

Security Dispatcher- - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2480

Weather - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - 2124/2125

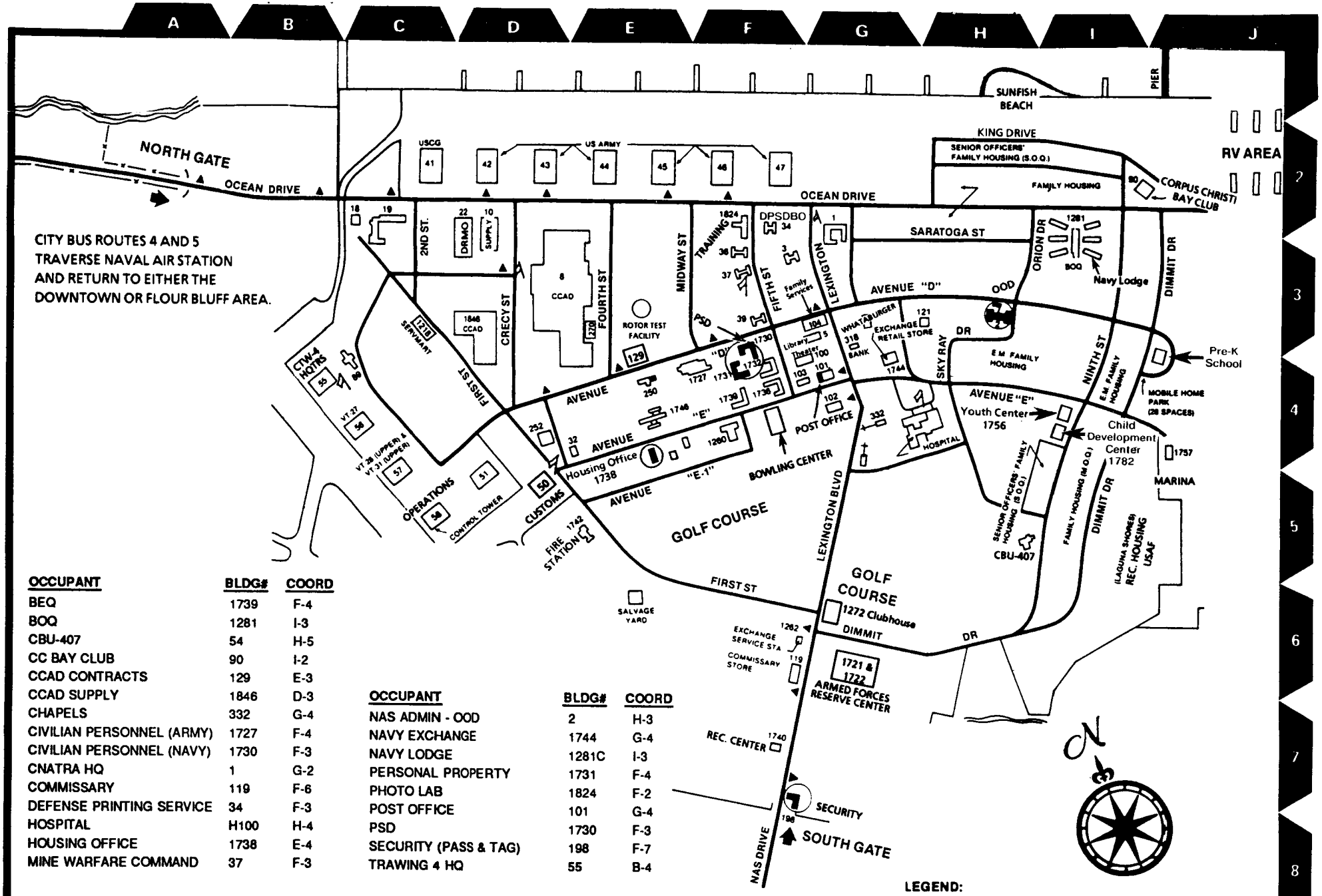
## RESTAURANTS

| CASUAL | ADDRESS | PHONE # |
|---|---|---|
| B & J PIZZA | 6335 S. PADRE ISLAND DRIVE | 992-6671 |
| BLACK-EYED PEA | 4833 S. PADRE ISLAND DRIVE | 993-4588 |
| CHELSEA STREET PUB | SUNRISE MALL (SPID) | 993-3322 |
| COUNTRY CAJUN | 3741 S. ALAMEDA STREET | 851-8514 |
| COUNTY LINE BARBEQUE | 6102 OCEAN DRIVE | 991-7427 |
| CRYSTAL CONFECTIONARY | 4119 S. STAPLES | 857-8081 |
| EDELWEISS CAFE | 1209 AIRLINE ROAD | 993-1901 |
| ELMO'S CITY DINER | 622 N. WATER STREET | 883-1643 |
| MILLER'S BBQ | 2233 AIRLINE ROAD | 993-5534 |
| RUSTY'S HAMBURGERS | 1645 AIRLINE ROAD | 993-5000 |
| SIRLOIN STOCKADE | 5425 S. PADRE ISLAND DRIVE | 992-3878 |
| SEAFOOD | | |
| BLACK DIAMOND OYSTER BAR | 7202 S. PADRE ISLAND DRIVE | 992-2432 |
| CATFISH CHARLIE'S | 5830 MCARDLE ROAD | 993-0363 |
| ELMO'S GRILLE & OYSTER BAR | 5253 S. STAPLES | 992-3474 |
| LANDRY'S SEAFOOD & STEAKHOUSE | PEOPLE'S STREET T-HEAD | 882-6666 |
| SNOOPY'S PIER | 13313 S. PADRE ISLAND DRIVE | 949-8815 |
| THE LIGHTHOUSE RESTAURANT | LAURENCE STREET/T-HEAD | 883-3982 |
| WATER STREET OYSTER BAR | 309 NORTH WATER STREET | 881-9448 |
| WATER STREET SEAFOOD CO. | 309 NORTH WATER STREET | 882-8683 |
| YARDARM | 4310 OCEAN DRIVE | 855-8157 |
| ITALIAN | | |
| FRANK'S SPAGHETTI HOUSE | 2724 LEOPARD | 882-0075 |
| ISLAND ITALIAN RESTAURANT | 16995 S. PADRE ISLAND DRIVE | 949-7737 |
| OLIVE GARDEN | 5258 S. PADRE ISLAND DRIVE | 992-4742 |
| PAESANO'S RISTORANTE | 3812 S. ALAMEDA STREET | 852-7971 |
| CHINESE/JAPANESE | | |
| GOLDEN PACIFIC | 8225 S. PADRE ISLAND DRIVE | 992-1136 |
| KOBE JAPANESE STEAK HOUSE | 5134 CARROLL LANE | 851-2555 |
| MAO TAI | 4601 S. PADRE ISLAND DRIVE | 852-8877 |
| PRIME RIB | | |
| GALLAGHER'S | 5013 EVERHART ROAD | 853-9953 |
| THE LONGHORN RESTAURANT | 4535 S. PADRE ISLAND DRIVE | 853-5664 |
| MEXICAN | | |
| CASA DE ROY | 5838 S. STAPLES | 993-1911 |
| CASA OLE | PADRE STAPLES MALL | 993-6151 |
| KIKO'S MEXICAN RESTAURANT | 5514 EVERHART ROAD | 991-1211 |
| NINFA'S | 4551 S. PADRE ISLAND DRIVE | 853-9893 |
| OLD MEXICO | 3329 LEOPARD | 883-6461 |
| RAY'S RESTAURANT NO. 4 | SUNRISE MALL | 993-2721 |

This list is representative of the many fine restaurants in the local area. Your recommendations would be most welcome.

The following clubs have been termed as off-limits to military personnel per the disciplinary control board.

CLUB FX
TEXAS T




| OCCUPANT | BLDG# | COORD |
|---|---|---|
| BEQ | 1739 | F-4 |
| BOQ | 1281 | I-3 |
| CBU-407 | 54 | H-5 |
| CC BAY CLUB | 90 | I-2 |
| CCAD CONTRACTS | 129 | E-3 |
| CCAD SUPPLY | 1846 | D-3 |
| CHAPELS | 332 | G-4 |
| CIVILIAN PERSONNEL (ARMY) | 1727 | F-4 |
| CIVILIAN PERSONNEL (NAVY) | 1730 | F-3 |
| CNATRA HQ | 1 | G-2 |
| COMMISSARY | 119 | F-6 |
| DEFENSE PRINTING SERVICE | 34 | F-3 |
| HOSPITAL | H100 | H-4 |
| HOUSING OFFICE | 1738 | E-4 |
| MINE WARFARE COMMAND | 37 | F-3 |

| OCCUPANT | BLDG# | COORD |
|---|---|---|
| NAS ADMIN - OOD | 2 | H-3 |
| NAVY EXCHANGE | 1744 | G-4 |
| NAVY LODGE | 1281C | I-3 |
| PERSONAL PROPERTY | 1731 | F-4 |
| PHOTO LAB | 1824 | F-2 |
| POST OFFICE | 101 | G-4 |
| PSD | 1730 | F-3 |
| SECURITY (PASS & TAG) | 198 | F-7 |
| TRAWING 4 HQ | 55 | B-4 |

# NAS CORPUS CHRISTI

# CHIEF OF NAVAL AIR TRAINING

**WILLIAM B. HAYDEN**

*Rear Admiral, U.S. Navy*

Born in Oakland, California, Rear Admiral Hayden grew up in Bethesda, Maryland. He graduated from Dartmouth College in 1966 where he received his commission through the NROTC program. In 1967, he earned a Master of Aerospace Engineering Degree from Cornell University.

Rear Admiral Hayden reported to Pensacola, Florida for flight training. Upon designation as a naval aviator in September 1968, he reported to VT-21 in Kingsville, Texas as a SERGRAD instructor. He transferred to VF-121 in Miramar, California and to VF-143 in March 1970 where he flew the F-4J PHANTOM in Southeast Asia. Selected for the U.S. Air Force Test Pilot School, Rear Admiral Hayden graduated with distinction in December 1973.

Follow-on assignments included duty as Project Officer for the first air combat maneuvering range with VX-4 at Point Mugu, California before becoming Assistant Chief Project Officer for air-to-air tactics and primary test pilot for CNO Project HAVE IDEA. After completing replacement pilot training in the F-14A, Rear Admiral Hayden reported to VF-14 aboard USS JOHN F. KENNEDY (CV 67) where he served as Operations Officer and Administration/Personnel Officer. He reported to VF-101, the F-14 fleet training squadron, where he served as Maintenance Officer and Executive Officer. In November 1979, Rear Admiral Hayden received orders to VF-32 as Executive Officer and assumed command in April 1981. He was selected for nuclear power training and reported to USS DWIGHT D. EISENHOWER (CVN 69) as Executive Officer in February 1984. In February 1986, Rear Admiral Hayden reported to the Deputy Assistant Secretary of the Navy (Tactical Programs) as Executive Assistant. He then commanded USS IWO JIMA (LPH 2) from April 1987 to November 1988. He assumed command of USS ABRAHAM LINCOLN (CVN 72) Precommissioning Unit in December 1988 and became the first Commanding Officer of the ABRAHAM LINCOLN in November 1989.

Rear Admiral Hayden's first flag assignment was Director for Plans, Policy and Operations at CINCLANTFLT from August 1991 to July 1993. He became Chief of Naval Air Training in July 1993.

Rear Admiral Hayden's decorations include the Legion of Merit (with two gold stars), the Meritorious Service Medal, one individual Air Medal, seven Strike/Flight Air Medals, and the Navy Commendation Medal with Combat "V".

Rear Admiral Hayden is married to the former Margaret "Kit" Church of Annapolis, Maryland. They have two happily married sons, Will and Matt.

THE NAVAL AIR TRAINING COMMAND

COMMANDED BY:

REAR ADMIRAL WILLIAM B. HAYDEN, U.S. NAVY

CHIEF OF NAVAL AIR TRAINING

# NAVAL AIR TRAINING

Naval air training -- a unique experience. It's the most challenging, exacting and demanding training in the world. It's also the most rewarding and fun thing a person can do. It tests an individual's stamina and teaches that person to Fly Navy.

This is the way it begins -- the goal to wear the coveted wings of gold. The mission of the Naval Air Training Command is to train pilots and flight officers for the Navy, Marine Corps, and Coast Guard. We also train officers from foreign countries. We have two priorities - safety and quality. With top-notch flight instructors, the best aircraft and properly equipped airfields, we unequivocally produce the finest aviators in the world.

NAS Corpus Christi, TX is headquarters for the Chief of Naval Air Training (CNATRA), the staff that enables the training. The Training Command has an annual budget of 1/2 billion dollars and employs more than eleven thousand military and civilian personnel and civilian contractors. We have 900 instructor pilots and fly approximately 400,000 hours each year in 750 airplanes. We graduate 1100 pilots and 350 NFO's (Naval Flight Officers) each year. Additionally, our stations support activities with total employment of over 40,000 personnel.

The Naval Air Training Command is composed of five Training Air Wings located on five Naval Air Stations in Florida, Mississippi, and Texas. The five bases are home to 16 Training Squadrons, the Naval Aviation Schools Command, the Blue Angels, and the National Museum of Naval Aviation.

And just as it always has, all flight training begins at NAS Pensacola, Florida, the Cradle of Naval Aviation. Young men and women report from mainly three recruiting sources: a little more than 40 percent come from the U.S. Naval Academy, just under 40 percent from NROTC and right at 20 percent go through Officer Candidate School (OCS).

These days only the sharpest and brightest get a chance to enter the flight program. We select only a small portion of those wishing to join. The stakes are extremely high. Academy, NROTC and OCS students spend seven weeks at Aviation Indoctrination (AI) which includes rigorous physical fitness, a lot of swimming and a unique water survival course. The OCS students, since they have no previous Naval training, also complete 14 weeks (prior to AI) which includes academics, military drill, discipline, and stress training with Navy and Marine Corps drill instructors.

Now, let's discuss pilot training pipelines. Pilots report to primary training at either NAS Whiting Field, Florida, near Pensacola, NAS Corpus Christi, Texas, or the 35th Flight Training Squadron (FTS) at Reese AFB, near Lubbock, Texas to begin their flying.

For those student pilots reporting to NAS Whiting Field or NAS Corpus Christi the first aircraft they fly is the Beechcraft T-34C Mentor, a fully aerobatic turbo prop. After 13 flights, the students solo, an event they will never forget. They will continue their academic training and considerable flight simulator training throughout flight training. For every hour spent breaking the surly bonds of earth, they spend numerous hours of study on the ground. Competition is extremely keen.

The students reporting to the 35FTS at Reese AFB are a part of a new generation of joint training. A few student naval aviators are now receiving their primary training with the U. S. Air Force in the T-37B. Their Air Force student counterparts are also receiving primary training in the T-34C at VT-3 at NAS Whiting Field. Instructors and students are currently being exchanged between the services with a goal of having full joint squadrons consisting of 30 instructors and 100 students by the end of FY-98. VT-3 has an Air Force Executive Officer and the 35FTS has a Navy Ops Officer (Air Force equivalent of Executive Officer). Both of these officers will eventually become the Commanding Officer of their respective squadrons.

Pipeline selection is held upon completion of primary. Based upon fleet requirements and student performance and preference, pilots select into one of four communities: Jets (Strike), Multi-engine (Maritime), Helicopters (Rotary) and E-2/C-2.

Helicopter and Maritime students get additional training in the T-34C before going to advanced training. The emphasis of this stage is on additional instrument navigation.

Helicopter students then report to NAS Whiting Field, Florida, for advanced instruction in the Bell TH-57 Sea Ranger, a military version of the Bell Jet Ranger, an outstanding, efficient and modern helicopter trainer. Here, students learn the unique characteristics of rotary-winged aviation, more instruments and tactics training. They are also introduced to shipboard landing on our Helo Landing Trainer, an outstanding, efficient, and modern helo trainer. The helo students are helped by a state-of-the-art flight simulator with full visual presentation, a video game at its finest. After this helo training, they have earned their wings of gold, and are off to some training for flying fleet helos (SH-60's, SH-3's, H-46's, H-53's).

Students who are selected for the Maritime community, or multi-engine propeller planes, report for advanced flight training to NAS Corpus Christi, Texas. Here, they fly the Beechcraft T-44 Pegasus, a militarized version of the popular civilian King Air, another outstanding training aircraft that is both modern and efficient, with an excellent set of radios and navigational equipment.

The multi-engine curriculum teaches the difficulties of asymmetric thrust loadings (single engine work). After mastering the single engine approach in simulated weather conditions, with several simulated emergencies thrown in and a lot of practice in the landing pattern, they earn their wings of gold. They will move on, most likely to a P-3 Antisubmarine Warfare Squadron or the E-6A Falcon Jet, for the Navy students or a C-130 squadron if they're a Marine.

Students selected for Strike or carrier based jet aviation, go to either Kingsville, Texas, or Meridian, Mississippi, for jet training. This pipeline is by far the most sought after pipeline of the four. Most people want to fly jets.

Students selected to go to NAS Meridian, Mississippi, will fly the T-2C Buckeye, concentrating on formation flying, air-to-air gunnery and, of course, more instrument work. This intermediate phase leads into the more demanding phase of training...flying the TA-4J Skyhawk.

The Skyhawk is a two-seat trainer version of the highly successful light attack airplane used prior to and during the Vietnam War. In this, their first swept wing jet, they learn strike tactics, weapons delivery (dropping small practice bombs, shooting rockets, and shooting the gun at ground targets), and air combat maneuvering (ACM) better known as dogfighting. While flying TA-4's, they get their first exposure to the most demanding and exacting flying that any aviator does, that is, the carrier arrested landing aboard a fleet aircraft carrier - another event they will never forget - ten arrested landings onboard the boat. All aviators call carriers boats because they look the size of a postage stamp when you are coming onboard. The Carrier Qualification phase is the climax of their jet training.

Students selected to go to NAS Kingsville, Texas, for Strike training will be flying the U. S. Navy's newest aircraft and the Naval Air Training Command's newest training aircraft, the T-45A Goshawk. The T-45A is a McDonnell Douglas built, tandem seat, single engine, modified version of the British Aerospace-built Hawk, which is now in service with the Royal Air Force and the air forces of nine other countries. However, the T-45 is not just an aircraft. It is a complete training system which includes state-of-the-art instrument and visual flight simulators, Training Integration System (TIS), electronic classrooms, and Contractor Logistics Support (CLS). Currently there are over 100 students undergoing training in the T-45. Plans call for 4-6 students to start T-45 training every two weeks throughout the year. The first students Carrier Qualified in SEP 1994. In FY-95, approximately 125 students will complete their training in the Goshawk.

No matter which pathway they took, whether they went to NAS Meridian and flew T-2C's and TA-4J's or they went to NAS Kingsville and flew T-45A's, as they pin on their wings of gold, they can now claim they are a carrier jet aviator.

The fourth pipeline students are selected for is the E-2/C-2 pipeline. Students must accomplish both multi-engine training and carrier landing qualification for their wings. The multi-engine portion of this training takes place in the T-44A Pegasus at NAS Corpus Christi, Texas. The final portion of their training takes place at NAS Pensacola, Florida where they learn to fly the T-2C Buckeye ending with the challenge of carrier landing qualifications.

Now let's discuss Naval Flight Officers, the NFOs, who serve in vital roles such as Weapons System Operators, Tactical Coordinators, Electronic Warfare, and Intercept Officers.

After the same Aviation Indoctrination as the pilots, Student Naval Flight Officers remain at Pensacola. They receive their first flight instruction in the T-34C. Cockpit awareness and crew coordination are the name of the game.

NFO students selected into the Advanced Navigation community are sent to 562FTS at Randolph AFB, San Antonio, Texas for their advanced training with their Air Force counterparts. The 562FTS is a joint training squadron using the Boeing 737 as a training platform. Like the 35FTS, the current Navy Operations Officer of the 562FTS will eventually become the Commanding Officer. Upon receiving their wings, these navigators will be off to a P-3, E-6, or C-130 squadron.

The remaining NFO students complete more training in both the T-2C Buckeye and T-39 aircraft, a militarized Sabreliner, and select one of four pipelines.

- Radar Intercept Officers (RIO), who train with air-to-air radar will go to the F-14 Tomcat.

- Tactical Navigators, who train in air-to-ground radar will become Electronic Warfare Officers in the EA-6B Prowler.

- Overwater Jet Navigators train to operate the anti-submarine systems on the S-3 Viking.

- Weapons and Sensors Officers (WSO), are Marine Corps students who train in both air-to-air and air-to-ground radar systems and will go to the F/A-18D Hornet.

Training is completed for these four pipelines at NAS Pensacola.

The last pipeline available to NFOs is Airborne Tactical Data Systems - designed to train the NFO's in the airborne early warning E-2C Hawkeye aircraft. This training is conducted outside the training command at either an East or West coast Fleet Replacement Squadron.

In addition to the training squadrons, CNATRA also employs several other commands including:

- the Blue Angels, the U.S. Navy's precision flight demonstration squadron. Flying new F/A-18 Hornets, the Blues tour the United States performing at more than 50 airshows across the nation each year. They are instrumental in recruiting and public relations for the Navy.

- the National Museum of Naval Aviation. The museum has a superb collection of Naval Aviation history from the first naval aircraft to fly from ships up through the Navy's involvement in space exploration. If you are near Pensacola, by all means stop and visit. It is a memorable experience guaranteed to be unforgettable whether you are a young child or an adult.

The new aircraft and training system we see in our future is JPATS, Joint Primary Aircraft Training System. JPATS aircraft and associated ground-based training systems will replace the Navy T-34C and the Air Force T-37B in primary pilot training. JPATS, like the T-45TS, will be a total training system with each service employing aircraft, simulators, software, data management systems, courseware, and logistics support. The Navy JPATS aircraft is scheduled to come on line about 2001. Better training, safer operations and lower costs will result as the Navy and the Air Force integrate JPATS into their pilot training.

The key element in our entire flight training program is the instructor. He is a pilot or NFO, with fleet experience and a desire to teach the student the things that an aviator loves so much to do. We have superb instructors in every squadron and the professionalism they show and the knowledge they impart to the young student is the best ever. The Naval Air Training Command clearly is a unique combination of talent, resources and dedication, taking young Naval flight students of today and transforming them into skilled and experienced aviators prepared to fulfill demanding tasks for the defense of our nation.