DCN 1317

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

Clarification to Joint Military Value and Capacity Analysis Data Calls

27 ~~Aug~~ SEP 94

Please clarify the following question:

(AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-34 (FY 94)			
T-34 (FY 01)			
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)(AF)			
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			
T-43 (FY 94)			
T-43 (FY 01)			

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	*TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-37 (FY 94)	36	242	286
T-37 (FY 01)	36	310	344
JPATS (FY 94)	41	0	0
JPATS (FY 01)	41	30	30
T-1 (FY 94)	25	38	82
T-1 (FY 01)	25	151	180
T-38 (FY 94)	26	312	395
T-38 (FY 01)	26	264	316
AT-38 (FY 94)	26	38	45
AT-38 (FY 01)	26	45	56
T-3 (FY 94)	36	17	17
T-3 (FY 01)	36	98	113
T-43 (FY 94)	9.9	9	10
T-43 (FY 01)	12.1	9	10

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94
Signature
Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: P-V4A-A (TRIM)(T-38), Specialized Undergraduate Pilot Training (T-38) Bomber Fighter, Jan 93;
P-V4A-G, Specialized Undergraduate Pilot Training (T-1A), Feb 94;
P-V4A-J (TRIM)(T-37), Specialized Undergraduate Pilot Training (T-37) Preflight and Primary, May 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUPT numbers are provided since Laughlin does not conduct navigator training.

Syllabus	Type of Facility	# of Hours
SUPT Primary	Classrooms	213
	Simulators	27.3
SUPT Bomber/Fighter	Classrooms	156.3
	Simulators	28.6
SUPT Airlift/Tanker	Classrooms	185.5
	Simulators	42.2

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETCR 60-5, attachment 7 (1 July 93)

METHOD: Extract data from above sources.

CONCLUSION:

Aircraft Type	Area Type	Minimum Area (sq mi)	Minimum Vertical (feet)
T-37	Contact (below 15k')	100	5000
	Contact (above 15k')	100	6000
	Instrument	200	1500
	Formation	200	3000
T-38	Contact	200	12000
	Instrument (below FL240)	400	4000
	Instrument (above FL240)	800	4000
	Formation (below FL240)	400	4000
	Formation (above FL240)	800	4000
T-1	All (below FL240)	400	4000
	All (above FL240)	800	4000

Note: If high areas are located over low areas, establish a vertical buffer of 1,000 feet (or as assigned by the controlling agency) between high and low areas.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

David C. Seaver Date 29 AUG 94

Signature
David C. Seaver, CAPT, 47 OSS/DOOR, 732-5864
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94

Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	200	15	185			185	185
BEQ's	372	16	356			356	0

Explanation of diverted spaces:
BOQ = 6 Billeting, 1 model, 1 Before Rm, 7 maintenance
BEQ = 16 Airman Leadership School

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

M. J. Berny Date 30 Aug 94
Signature
Maria Berny, GS-7, 47CES/DEH, DSN 732-5650
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W.B. Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	*TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-37 (FY 94)	36	242	286
T-37 (FY 01)	36	310	344
JPATS (FY 94)	41	0	0
JPATS (FY 01)	41	30	30
T-1 (FY 94)	25	38	82
T-1 (FY 01)	25	151	180
T-38 (FY 94)	26	312	395
T-38 (FY 01)	26	264	316
AT-38 (FY 94)	26	38	45
AT-38 (FY 01)	26	45	56
T-3 (FY 94)	36	17	17
T-3 (FY 01)	36	98	113
T-43 (FY 94)	9.9	9	10
T-43 (FY 01)	12.1	9	10

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94
Signature
Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; knowledge of local aircraft parking ramp configurations
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37	271,723 SY	800	339
T-38	271,723 SY	700	388
T-1	271,723 SY	1,500	181

NOTES: 271,723 x .80 = 217,378 SY/RAMPS APRONS

1. Total apron space is 271,723 SY. Total usable parking area under current operations is 217,400 SY.

a. Total unusable parking area under current operations is 54,323 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations = 271,723 - 54,323 = 217,400 SY

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Jr. Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

ATTCH 1

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
LAUGHLIN AFB, TEXAS

CHANGE 4

PURPOSE: To document the answer to Facilities question number (C.1).

SOURCE: 28 Feb 94 Real Property Inventory Change Report (7115) [attached to question (J.1) Military Value Analysis Installation Worksheet] adjusted based on projected condition of facilities after completion of funded MILCON and O&M projects.

METHOD: Solicit inputs from appropriate wing agencies and extract data from real property records.

CONCLUSION: Changes 2 and 3: attached information updates chart as a result of reevaluation
Change 4 (*): During inital evaluation the current MILCON project was not considered in assessing condition code. After this project is complete the facility will be adequate. Additional projects to repair and upgrade building infrastructure are less than $700,000.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
141-753	Squadron Operation Fac	SF	8,567	1,680	0
171-152	Lecture Hall	SF	5,646	0	0
171-211	Flying Training Buildings	SF	62,674	4,544	0
171-212	Flight Simulator Building	SF	70,689(*)	0	0
171-213	Flying Training Buildings (UPT/UNT)	SF	14,000	0	0
171-214	Physiological Training Bldg	SF	8,207	0	0
740-873	Theater	SF	0	0	5,061

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Paul W. Somers Date 7 OCT 94
Signature
PAUL W. SOMERS, Maj, USAF, 47 CES/CC, 732-5252
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thomas J. McDonald Date 7 Oct 94
Signature
THOMAS J. MCCDONALD, Lt Col, HQ AETC/CEP, 487-6132
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: The following corrections are made to the base answers:

Randolph 2A: ATCAA goes only to FL210
Crystal: area should be 1248 sq nm, ATCAA goes only to FL450
Laughlin 1: area should be 4500 sq nm
Laughlin 2: area should be 469 sq nm
Laughlin 3: area should be 1975 sq nm
Pecos: area should be 7,980 sq nm

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, Texas

PURPOSE: To document the answer to Facilities question number (A.10).

SOURCE: Annual Utilization Reports 1990-1993, Sectional Aeronautical Charts 26 May 94, Airspace Scheduling Agency (47 OSS, 12 OSS, NAS Kingsville COMTRAWING Two, 149 OG/CC) and Base Airspace Manager Capt Roger F. Reynolds 47 OSS/DOOR 732-5864.

METHOD: Extract data from above sources.

CONCLUSION:

NAME	TYPE	AREA (SQ NM)	ALTITUDE BLOCKS	DISTANCE TO AREA
Randolph 2A	MOA with overlying ATCAA	1462 sq nm	9000'-FL 220	79 nm
Crystal	MOA with overlying ATCAA	1800 sq nm	6000'-FL 600	80 nm
Laughlin 1	MOA with overlying ATCAA	4290 sq nm	9000'-FL 220	20 nm
Laughlin 2	MOA with overlying ATCAA	450 sq nm	9000'-FL 220	40 nm
Laughlin 3	MOA with overlying ATCAA	2000 sq nm	7000'-FL 220	15 nm
Pecos	ATCAA	8335 sq nm	FL260-FL450	15 nm

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94

Signature
Roger F. Reynolds, CAPT, 47 OSS/DOOR, 732-5864
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date _____

Signature

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

22 SEP 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: P-V4A-A (TRIM)(T-38), Specialized Undergraduate Pilot Training (T-38) Bomber Fighter, Jan 93;
P-V4A-G, Specialized Undergraduate Pilot Training (T-1A), Feb 94;
P-V4A-J (TRIM)(T-37), Specialized Undergraduate Pilot Training (T-37) Preflight and Primary, May 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUPT numbers are provided since Laughlin does not conduct navigator training.

Syllabus	Type of Facility	# of Hours
SUPT Primary	Classrooms	213
	Simulators	27.3
SUPT Bomber/Fighter	Classrooms	156.3
	Simulators	28.6
SUPT Airlift/Tanker	Classrooms	185.5
	Simulators	42.2

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETCR 60-5, attachment 7 (1 July 93)

METHOD: Extract data from above sources.

CONCLUSION:

Aircraft Type	Area Type	Minimum Area (sq mi)	Minimum Vertical (feet)
T-37	Contact (below 15k')	100	5000
	Contact (above 15k')	100	6000
	Instrument	200	1500
	Formation	200	3000
T-38	Contact	200	12000
	Instrument (below FL240)	400	4000
	Instrument (above FL240)	800	4000
	Formation (below FL240)	400	4000
	Formation (above FL240)	800	4000
T-1	All (below FL240)	400	4000
	All (above FL240)	800	4000

Note: If high areas are located over low areas, establish a vertical buffer of 1,000 feet (or as assigned by the controlling agency) between high and low areas.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

David C. Seaver Date 29 AUG 94

Signature

David C. Seaver, CAPT, 47 OSS/DOOR, 732-5864

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94

Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	200	15	185			185	185
BEQ's	372	16	356			356	0

Explanation of diverted spaces:
BOQ = 6 Billeting, 1 model, 1 Before Rm, 7 maintenance
BEQ = 16 Airman Leadership School

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

M J Berny Date 30 Aug 94
Signature
Maria Berny, GS-7, 47CES/DEH, DSN 732-5650
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W.B. Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin
STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

Type of Training	Total Projected Requirement (Active Duty USAF Requirement)	
Primary Pilot	1144	(952)
Advanced Airlift/Tanker Pilot	752	(656)
Advanced Bomber/Fighter Pilot	336	(246)
ALP	15	international only
ATP	33	international only
ENJJPT Primary	250	(98)
ENJJPT Advanced	250	(98)
Core Navigator	361	(300)
Panel Navigator	222	(170)
Interservice UNT	144	non-USAF only

Primary = 1144 + 250 + 15 = 1409

Airlift/Tanker : 752

Bomber/Ftr : 336 + 15 + 250 = 619

USAF Pr Nav : 361

USAF WSO : 361 - 222 = 139

USAF Panel : 222

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plummer

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
LAUGHLIN AFB, TEXAS

CHANGE 3

PURPOSE: To document the answer to Facilities question number (B.2).

SOURCE 28 FEB 94 USAF Real Property Inventory Report (7115), attached to question (J.1); refer to questions (II.1.B.a.1) through (II.1.B.1.gg) of Installation Worksheet; Engineering Criteria; AFM 86-2 through change 8, reprinted May 87, see attached; MIL HNBK 1190, on file 47 Civil Engineering, Bldg 100, 251 Fourth Street; Joy Belanger,GS-09, 47 CES/CERR, 732-5784

METHOD: Condition code survey accomplished in 1992 by Engineering Flight. For aprons, use the procedures in Para 3-19 of AFM 86-2 to calculate the required parking apron. Use projected primary assigned aircraft numbers plus 10 percent to account for back-up aircraft inventory. Transient, TDY, and mobility aircraft not officially assigned to the base are not to be used for calculating apron requirements.

CONCLUSION: Change 2: to provide accurate source documentation; also, to correct typographical errors for "Facility Type (CCN)" 112, "Current Quantity" from 215933 to 215934; "Facilty Type (CCN)" 843 was corrected from 842.

Change 3: find attached information about a project to upgrade the pavement on the flightline. Award date is scheduled for 15 MAR 95. Upon completion of project, flightline pavement will be at 100%.

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	492233	21	79	0
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	215934	83	17	0
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	272336	1	99	0
116-662	Dangerous Cargo Pad	SY	45000	0	100	0
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines)(Do not include 812-921, 812-926 and 812-928	LF	428108	34	66	0

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	N/A			
832	Sewage and Indust Waste-Collection (Mains) (Do not include 832-267)	LF	122796	42	58	0
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319)	LF	3557	100	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	810699	18	82	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	147114	16	84	0

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent

status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 12 AUG 94

Signature

ROBERT L. KELLY, Jr., SMSgt, 47 CES/CER, 732-5784

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 12 Aug 94

Signature

ROBERT FRANK, HQ AETC/CEDE, 487-2594

Typed Name, Rank, Office Symbol, DSN Number

As of 1 Aug 94

LOCATION	Laughlin AFB
E $	MCAF
UECT DESCRIPTION	Upgrade Airfield Paving
FISCAL YEAR	FY 94

SCOPE: Upgrade 3 parallel runways and associated taxiways. Remove and dispose of existing asphalt pavement to meet aircraft loadings and concrete touch down area to eliminate ponding. Patch exist. ashpalt, seal cracks, provide all pavement markings.

PROGRAMMED AMOUNT	$3,250,000
CURRENT WORKING EST.	$3,210,151 Includes 4 options
DESIGN SCHEDULE	
ARCHITECT-ENGINEER	Little Rock District
DESIGN %	SCHEDULED: 100 ACTUAL: 100
DESIGN COMPLETION	26 July 94
SCHEDULED ADVERTISE DATE	1 Feb 95
HEDULED BID OPENING	1 March 95
OW BID	
APPARENT LOW BIDDER	
SCHEDULED AWARD DATE	15 March 95
CONTRACT DURATION TIME	131 days

REMARKS: Will be combined with airfield lighting for one construction contract.

DESIGN STATUS REPORT

3

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Features and Capabilities question number (A.1-dc)

SOURCE: Real Property Record (28 Feb 94) and AETC Form 321 as of 31 Mar 94

METHOD: Extract data from above sources.

CONCLUSION: Total number of rooms that are adequate/permanent: 464 - See attached.

Disregard MES

Preparer: I certify the avove information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name,Rank,Office Symbol,DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Algie H. Ennis Date 11 Aug 94
Signature

ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559
Typed Name,Rank,Office Symbol,DSN Number

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

LAUGHLIN AFB TX
~~6 June 1994~~
25 July 1994

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

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

CLOSE HOLD

Data For Capacity Analysis

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: **LAUGHLIN AFB**

Type of Pilot Training by Syllabus		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
SUPT P-V4A-A	USAF	0/20%95	101/20%/ 123	109/20%/ 133	138/20%/ 188	144/20%/ 197	176/20%/ 240	201/20%/ 275	213/20%/ 293
	ANG	0/20%/27	35/20%/38	29/20%/32	29/20%/34	29/20%/34	29/20%/34	29/20%/34	29/20%/34
	AFRES	0/20%/9	10/20%/14	11/20%/14	10/20%/11	10/20%/11	10/20%/11	10/20%/11	10/20%/11
	FMS	0/20%/18	13/20%/15	10/20%/12	10/20%/11	10/20%/11	10/20%/11	10/20%/11	10/20%/11
	NAVY	N/A	N/A	N/A	25/20%/28	25/20%/28	25/20%/28	25/20%/28	25/20%/28
	ATP	27/0%/17	27/0%/17	25/0%/16	25/0%/16	25/0%/16	25/0%/16	25/0%/16	25/0%/16
	ALP	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3
UPT P-V4A-B	USAF	105/20%/ 57	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	ANG	36/20%/20	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	AFRES	13/20%/7	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	FMS	20/20%/10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FWQ F-V5A-Q	USAF	7/0%/7	4/0%/4	4/0%/4	4/0%/4	4/0%/4	4/0%/4	4/0%/4	4/0%/4

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

ANSWER: N/A, Laughlin AFB does not conduct navigator training.

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

Type of Pilot Training by Syllabus		Historical Attrition By Fiscal Year		
		1991	1992	1993
UPT P-V4-A-B	USAF	17%	18%	23%

	ANG	23%	11%	20%
	AFRES	0%	20%	29%
	FMS	33%	0%	14%
ALP P-V4A-E	FMS	0%	0%	0%
ATP P-V4-A-P	FMS	0%	0%	0%

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

ANSWER: N/A.

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

Syllabus of Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
UPT P-V4A-B	Primary (T-37)	**372**	**224**	**208**
	Advanced (T-38)	**351**	**211**	**180**
ALP P-V4A-E	Primary (T-37)	**0**	**0**	**3**
ATP P-V4A-P	Advanced (T-38)	**0**	**0**	**6**
	Total	723	435	397

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

Other Officer Training (Graduates)

Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL FY 93
T-38 Banked Requal	11	91	166	80	0	0	0	0	0	2.0
T-38 Jet Currency	0	45	48	45	45	45	45	45	45	0
Fixed Wing Qual	0	5	4	4	4	4	4	4	4	0
ATP	6	8	27	25	25	25	25	25	25	2.9

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

ISWER: None.

B. Flight Training

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

Syllabus of Training*: UPT P-V4A-B **Type Aircraft: T-37**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA (subarea)	52	0.5 hrs	6	RA, WA	175	26.0
PAT	62	0.4 hrs	2	NONE	28	24.8
AW	62	0.2 hrs	N/A	NONE	N/A	12.4
AA	62	0.6 hrs	3-6	NONE	150, 700	37.2
MTR	4	0.7 hrs	1	NONE	1000	2.8

yllabus of Training*: FWO F-V5A-O **Type Aircraft: T-37**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA (subarea)	38	0.5 hrs	6	RA, WA	175	19.0
PAT	43	0.4 hrs	2	NONE	28	17.2
AW	39	0.2 hrs	N/A	NONE	N/A	7.8
AA	40	0.6 hrs	3-6	NONE	150, 700	24.0
MTR	1	0.7 hrs	1	NONE	1000	.7

Syllabus of Training*: ALP P-V4A-E **Type Aircraft: T-37**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA (subarea)	68	0.5 hrs	6	RA, WA	175	34.0
PAT	128	0.4 hrs	2	NONE	28	51.2
AW	68	0.2 hrs	N/A	NONE	N/A	13.6

AA	72	0.6 hrs	3-6	NONE	150, 700	43.2
MTR	3	0.7 hrs	1	NONE	1000	2.1

Syllabus of Training*: UPT P-V4A-B **Type Aircraft: T-38**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA (subarea)	72	0.4 hrs	13	RA, WA	430	28.8
PAT	86	0.4 hrs	2.5	NONE	50	34.4
AW	72	0.3 hrs	N/A	NONE	N/A	21.6
ATCAA	1	0.3 hrs	19	RA, WA	1300	0.3
AA	81	0.4 hrs	6	NONE	700	32.4
MTR	5	0.6 hrs	1	NONE	1200	3.0

Syllabus of Training*: FWQ F-V5A-Q **Type Aircraft: T-38**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA (subarea)	57	0.4 hrs	13	RA, WA	430	22.8
PAT	71	0.4 hrs	2.5	NONE	50	28.4
AW	57	0.3 hrs	N/A	NONE	N/A	17.1
ATCAA	1	0.3 hrs	19	RA, WA	1300	0.3
AA	66	0.4 hrs	6	NONE	700	26.4
MTR	7	0.6 hrs	1	NONE	1200	4.2

Syllabus of Training*: ATP P-V4A-P **Type Aircraft: T-38**

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA (subarea)	75	0.4 hrs	13	RA, WA	430	30.0
PAT	86	0.4 hrs	2.5	NONE	50	34.4
AW	75	0.3 hrs	N/A	NONE	N/A	22.5
ATCAA	0	0.0 hrs	N/A	NONE	N/A	0.0
AA	81	0.4 hrs	6	NONE	700	32.4
MTR	5	0.6 hrs	1	NONE	1200	3.0

y to types of airspace:

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

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

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
SUPT	Primary	T-37	66	2	20	1	86	3
	BF	T-38	92	4	33	1	125	5
	AT	T-1A	60	2	25	1	85	3
UPT	Primary	T-37	60	2	23	1	83	3
	Advanced	T-38	82	4	28	1	110	5
ALP	Primary	T-37	123	5	44	2	167	7
ATP	Advanced	T-38	83	3	22	1	105	4
Bank Requal	Graduate	T-38	29	1	4	0	33	1

Primary 89 sorties
BF 130 sorties
AT 88 sorties

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

NOTE: SUPT students have not flown to this date in the T-38 or T-1 phase of training

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

Aircraft	Takeoff/Land	Crosswind Limit
T-1	300/1	25 knots
T-37	300/1	17.5 knots
T-38	300/1	25 knots

C. Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number

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

CN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot or CO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

Facility Category Code (CCN): 141743

Syllabus	Level of Tng	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Life Spt Wrk Ctr	3
	Advanced	"	1
SUPT	Primary	Life Spt Wrk Ctr	3
	Advanced BF	"	1
	Advanced AT	"	1
Banked Req	Graduate	Life Spt Wrk Ctr	1
Fixed Wing Qual	Grad Phase 2	Life Spt Wrk Ctr	1
	Phase 3 or	"	1
	Phase 3	"	1
Aviation Ldrshp Pgm	Primary	"	3
Advanced Tng Pgm	Advanced	Life Spt Wrk Ctr	1

See change in front (22 Sep)

Facility Category Code (CCN): 149968

Syllabus	Level of Tng	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	RSU	10
	Advanced	"	15
SUPT	Primary	RSU	10
	Advanced BF	"	15
	Advanced AT	"	10
Banked Req	Graduate	RSU	0

Fixed Wing Qual	Grad Phase 2	RSU	0
	Phase 3	"	0
Aviation Ldrshp Pgm	Primary	RSU	10
Advanced Tng Pgm	Advanced	RSU	0

Facility Category Code (CCN): 171152

Syllabus	Level of Tng	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Lecture Hall	9
	Advanced	"	15
SUPT	Primary	Lecture Hall	9
	Advanced BF	"	15
	Advanced AT		15
Banked Req	Graduate	Lecture Hall	2
Fixed Wing Qual	Grad Phase 2	Lecture Hall	2
	Phase 3	"	2
Aviation Ldrshp Pgm	Primary	Lecture Hall	6
Advanced Tng Pgm	Advanced	Lecture Hall	15

Facility Category Code (CCN): 171211

Syllabus	Level of Tng	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Classroom/Tng Section	46.5
	Advanced	"	131.5
SUPT	Primary	Classroom/Tng Section	46.5
	Advanced BF	"	122.5
	Advanced AT	"	147.5

Banked Req	Graduate	Classroom/Tng Section	18
Fixed Wing Qual	Grad Phase 2	Classroom/Tng Section	18
	Phase 3	"	18
Aviation Ldrshp Pgm	Primary	Classroom/Tng Section	88
Advanced Tng Pgm	Advanced	Classroom/Tng Section	131.5

Facility Category Code (CCN): 171212

Syllabus	Level of Tng	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Simulator	27.3
	Advanced		32.5
SUPT	Primary	Simulator	27.3
	Advanced BF	"	32.5
	Advanced AT	"	42.2
Banked Req	Graduate	Simulator	14.3
Fixed Wing Qual	Grad Phase 2	Simulator	19.5
	Phase 3	"	22.1
Aviation Ldrshp Pgm	Primary	Simulator	27.3
Advanced Tng Pgm	Advanced 1-38	Simulator	31.2

Facility Category Code (CCN): 171214

Syllabus	Level of Tng	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Phys Tng Fac	45.5
	Advanced	"	7.5
SUPT	Primary	Phys Tng Fac	45.5
	Advanced BF	"	7.5
	Advanced AT	"	7

Banked Req	Graduate	Phys Tng Fac	3
Fixed Wing Qual	Grad Phase 2	Phys Tng Fac	3
	Phase 3	"	3
Aviation Ldrshp Pgm	Primary	Phys Tng Fac	42.5
Advanced Tng Pgm	Advanced	Phys Tng Fac	7.5

Facility Category Code (CCN): 740674

Syllabus	Level of Tng	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Gym/Fitness Fac	88
	Advanced	"	88
SUPT	Primary	Gym/Fitness Fac	88
	Advanced BF	"	88
	Advanced AT	"	88
Banked Req	Graduate	Gym/Fitness Fac	0
Fixed Wing Qual	Grad Phase 2	Gym/Fitness Fac	0
	Phase 3	"	0
Aviation Ldrshp Pgm	Primary	Gym/Fitness Fac	88
Advanced Tng Pgm	Advanced	Gym/Fitness Fac	88

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

ANSWER: There are none.

D. Other Ground Training

By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is conducted, provide the usage requirements for other than student pilot or NFO/Navigator training. Include all

ɔlicable 171-*xx*, 179-*xx* CCN's. Other use made of the facilities must be derived either from course ɹuirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: 171-211

Type of Training Facility (CCN)	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Classrooms, Bldg 320	87 FTS	T-38 Bank Requal[1]	36.5	365	0	0
"	85 FTS	T-37 ALP[2]	0	0	147.5	590
"	87 FTS	T-38 ATP[3]	0	0	104.5	1672
"	47 OSS	Instrument Refresher Course[4]	2	450	2	Not Available

CCN: 171-212

Type of Training Facility (CCN)	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Instrument Flight Simulator	87 FTS	T-38 Bank Requal[5]	14.3	143	0	0
"	85 FTS	T-37 ALP[6]	0	0	28.6	114.4
"	87 FTS	T-38 ATP[7]	0	0	31.2	499.2

CCN: 171-214

Type of Training Facility (CCN)	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Physiological Training Facility	87 FTS	T-38 Bank Requal[8]	N/A	N/A	0	0
"	85 FTS	T-37 ALP[9]	0	0	40.5	162
"	87 FTS	T-38 ATP[10]	0	0	45.5	728

CCN: 740-674

Type of Training Facility (CCN)	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Fitness Facility	87 FTS	T-38 Bank Requal[11]	0	0	0	0

"	85 FTS	T-37 ALP[12]	0	0	67	268
"	87 FTS	T-38 ATP[13]	0	0	60	960

1 In FY 93, 10 Banked Requalification students throughput; F-V5A-J prescribes 36.5 ground training hours per student. Banked Requalification projected to end in FY 96.

2 ALP did not start at Laughlin until FY 94; FY 01 student load figure estimated to be 4 by Maj Parker, P-V4A-E prescribes 147.5 ground training hours per student.

3 ATP did not start at Laughlin until FY 94; FY 01 student load figure estimated to be 16 by Maj Parker, P-V4A-P prescribes 104.5 ground training hours per student.

4 IRC is a two hour course; 225 non-SUPT pilots completed the course in FY 93. Data not available for FY 01 at this installation.

5 In FY 93, 10 Banked Requalification students throughput; F-V5A-J prescribes 14.3 simulator hours per student. Banked Requalification projected to end in FY 96.

6 ALP did not start at Laughlin until FY 94; FY 01 student load figure estimated to be 4 by Maj Parker, P-V4A-E prescribes 28.6 simulator hours per student.

7 ATP did not start at Laughlin until FY 94; FY 01 student load figure estimated to be 16 by Maj Parker, V4A-P prescribes 31.2 simulator hours per student.

8 FY 93 data not available at this installation (some students received training prior to assignment, training is provided on as "as needed" basis and is not tracked). Banked requalification is projected to end in FY 96.

9 ALP did not start at Laughlin until FY 94; FY 01 student load figure estimated to be 4 by Maj Parker, P-V4A-E prescribes 40.5 physiology hours per student.

10 ATP did not start at Laughlin until FY 94; FY 01 student load figure estimated to be 16 by Maj Parker, P-V4A-P prescribes 45.5 physiology hours per student.

11 F-V5A-J does not require physical training. Banked requalification projected to end in FY 96.

12 ALP did not start at Laughlin until FY 94; FY 01 student load figure estimated to be 4 by Maj Parker, P-V4A-E prescribes 67 physical training hours per student.

13 ATP did not start at Laughlin until FY 94; FY 01 student load figure estimated to be 16 by Maj Parker, P-V4A-P prescribes 60 physical training hours per student.

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

ANSWER: None, all facilities under Category Code 171 are used for pilot training.

E. Training Airframes

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

see change in front (1 Oct 94)

Base: LAUGHLIN AFB

AIRCRAFT USED FOR TRAINING

	Aircraft	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
prim	T-37	40	45	50	46	63	66	47	N/A
basic	T-38	51	51	44	44	39	45	43	N/A
pilot	T-1A	14	20	21	24	24	34	32	N/A

Note : No other aircraft stationed at Laughlin

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

AIRCRAFT TYPE: T-1A

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	62.5 hours/ month
Average Sortie Duration (ASD) (hrs)	2.5
Planned Turn Time (hrs) (Time from landing to takeoff)	Not Specified
Min Runway Length (ft)	6,000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	16.3
Apron Space Required (ft^2/Aircraft)	3,500 sq ft
Hangar Space Required (ft^2/Aircraft)	1,425 sq ft
Navigation Equipment On-Board (GPS?--when?)	FMS/ADF/ILS/ TACAN/VOR/INS

AIRCRAFT TYPE: T-37

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	36.0 sorties/month
Average Sortie Duration (ASD) (hrs)	1.28

Planned Turn Time (hrs) (Time from landing to takeoff)	Not Specified
Min Runway Length (ft)	5,000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	7.2
Apron Space Required (ft^2/Aircraft)	7,200 sq ft
Hangar Space Required (ft^2/Aircraft)	1,000 sq ft
Navigation Equipment On-Board (GPS?--when?)	VOR/DME/ILS

AIRCRAFT TYPE: T-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	34.2 sorties/month
Average Sortie Duration (ASD) (hrs)	1.2
Planned Turn Time (hrs) (Time from landing to takeoff)	Not Specified
Min Runway Length (ft)	8000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	16.3
Apron Space Required (ft^2/Aircraft)	6,300 sq ft
Hangar Space Required (ft^2/Aircraft)	1.090 sq ft
Navigation Equipment On-Board (GPS?--when?)	TACAN/ILS

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

ANSWER:
T-38: Cannot tolerate any icing conditions, takeoffs are restricted during conditions of high temperature and pressure altitude, limited to crosswinds of less than 25 knots.
T-37: Can only tolerate light rime icing, limited to crosswinds of less than 17.5 kts.

Airfield

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

Airfield Name: Laughlin AFB Location Del Rio, TX - 29° 6'N, 100° 46.6'W

Syllabi and levels of training supported:

SYLLABUS	LEVEL
T-37 UPT/SUPT	PRIMARY
T-38 UPT/SUPT	ADVANCED
T-37 ALP	PRIMARY
T-38 ATP	ADVANCED
BANK REQUAL	GRADUATE
JET CURRENCY TNG	GRADUATE
FIXED WING QUAL	GRADUATE

Ownership: Air Force

For OLF: Distance (nm) from home field N/A

OLF Name: Laughlin Aux Field Number 1 Location Spofford, TX - 29° 8'N, 100° 28'W

Syllabi and Level of Training Supported: UPT, SUPT, ALP, Fixed Wing Requal.

Ownership: Air Force

For OLF: Distance (nm) from home field: 21.5nm

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

TYPE AIRCRAFT: **T-38A**

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	34,947	21,087	18,810
	Graduate Training Sorties	N/A	N/A	N/A
	Training Support Sorties	2,719	6,504	8,857
	Other Sorties	275	253	259

	TOTAL SORTIES:	37,941 / 108.1 (37,666)	27,844 / 132.0 (27,591)	27,926 / 150.1 (27,667)
Non-Operational Hours	Standdowns	4,676	4,676	4,676
	Maintenance	N/A	N/A	N/A
	Other Events	N/A	N/A	N/A

/Sorties per Grad

27667 / 186 = 148.7 w/o other sorties

TYPE AIRCRAFT: **T-37B**

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	25,025	15,210	14,235
	Graduate Training Sorties	N/A	N/A	N/A
	Training Support Sorties	3,673	8,771	5,439
	Other Sorties	250	210 (23,981)	198 (94.2)
	TOTAL SORTIES:	28,448 / 76.5	24,191 / 106	19,872 / 85.5
Non-Operational Hours	Standdowns	4,676	4,676	676
	Maintenance	N/A	N/A	N/A
	Other Events	N/A	N/A	N/A

/Sorties per Grad

23981 / 224 = 107.1 w/o other sorties

Sorties/Grad = 66,389 / 91.8 | 52,075 / 119.7 | 47,801 / 120.4

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

OTHER SORTIES: Ferry, FCF, and Orientation Flights

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

Syllabus of Training	Level of Training	Pilots and NFO/Navigators Trained			
		FY	FY 91	FY 92	FY 93
UPT P-V4A-B	Primary (T-37)	456 (FY 84)	372	224	208
	Advanced (T-38)	417 (FY 84)	351	211	180
ALP P-V4A-E	Primary	3 (FY 93)	0	0	3
ATP P-V4A-P	Advanced	6 (FY 93)	0	0	6
T-38 Bank Requal F-V5A-J	Advanced	11 (FY 93)	0	0	11

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

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	N/A	N/A	11/0.45
Days per year:	N/A	N/A	243

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

Aircraft Type: T-37B **Undergraduate Training: (Yes)**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	14.1	19.1	9.6
	Intermediate	N/A	N/A	N/A
	Advanced	N/A	N/A	N/A
Maintenance		0.1	0.1	0.1
Operations		0.3	1.9	3.2
Other Military Flights		N/A	N/A	N/A
Civilian/Commercial Flights		N/A	N/A	N/A
Other		N/A	N/A	N/A
	Total	14.5	21.1	12.9

Aircraft Type: T-38B **Undergraduate Training: (Yes)**

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	N/A	N/A	N/A
	Intermediate	N/A	N/A	N/A
	Advanced	17.0	19.9	14.8
Maintenance		0.3	0.1	0.1
Operations		0.3	1.8	1.2
Other Military Flights		N/A	N/A	N/A
Civilian/Commercial Flights		N/A	N/A	N/A
Other		N/A	N/A	N/A
	Total	17.6	21.8	16.1

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

ANSWER: None.

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

a. Percentage of time WX at or above 200/1? 99.0%

b. Percentage of time WX at or above 300/1? 98.9%

c. Percentage of time WX at or above 500/1? 97.8%

d. Percentage of time WX at or above 1000/3? 94.3%

e. Percentage of time WX 3000/5 and above? 81.8%

f. Percentage of time WX 3000/3 and above? 82.2%

g. Percentage of time WX 1500/3 and above? 90.9%

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 99.3%

i. Percentage of time crosswind component to the primary runway at or above 25 knots? 0.1%

j. Mean number of days of icing in the local flying area? Laughlin Base Weather Station has not historically tracked the number of days with icing. Icing is rare, with less than ten days per year in the flying areas.

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

CONCLUSION:

Runway Complex Name: Laughlin Main Base

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
UPT	Primary (T-37)	44%	36%
	Advanced (T-38)	47%	57%
Banked Requalification	Graduate (T-38)	5%	5%
Aviation Ldr Prgm	Primary (T-37)	1%	1%
Advanced Tng Prgm	Advanced (T-38)	2%	1%
Total		100%	100%

Runway Complex Name: Laughlin Auxiliary

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day Only	No Night Ops

AIRFIELD OPERATIONS

BASE	(C x T x E) HOURLY CAP	% OF YR	% MAX CAP	WEIGHT FACTOR	OPS / HR
COL	347.00	75%	100%		192.14
	76.00	25%	23%	4	
AUX	111.00	100%	100%	1	111.00
LAU	364.50	75%	100%	1	191.64
	62.00	25%	17%	4	
AUX	110.50	100%	100%	1	110.50
RAN	204.00	75%	100%	1	154.29
	117.00	25%	29%	4	
AUX	101.00	100%	100%	1	101.00
REE	303.00	75%	100%	1	165.29
	62.00	25%	22%	4	
AUX	102.00	100%	100%	1	102.00
SHP	240.00	75%	100%	1	139.43
	64.00	25%	16%	4	
AUX	103.00	100%	100%	1	103.00
VAN	294.00	75%	100%	1	162.00
	63.00	25%	22%	4	
AUX	102.00	100%	100%	1	102.00

HOURLY CAPACITY INFORMATION WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA B (AIRFIELDS), QUESTION 9

THE WX FACTOR WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA A, QUESTION 7G

OPERATIONS PER YEAR BY BASE

BASE	OPS / HR	X	HRS/DAY	X	TNG DAYS	=	OPS / YR	X	WX FAC	=	TOTAL OPS
COL	192.14	X	12	X	242	=	557983	X	89.10%	=	497163
AUX	111.00	X	12	X	242	=	322344	X	89.10%	=	287209
									TOTAL:		***784371***
LAU	191.64	X	12	X	242	=	556531	X	90.90%	=	505887
AUX	110.50	X	12	X	242	=	320892	X	90.90%	=	291691
									TOTAL:		***797577***
RAN	154.29	X	12	X	242	=	448046	X	83.60%	=	374566
AUX	101.00	X	12	X	242	=	293304	X	83.60%	=	245202
									TOTAL:		***619768***
REE	165.29	X	12	X	242	=	479990	X	91.50%	=	439191
AUX	102.00	X	12	X	242	=	296208	X	91.50%	=	271030
									TOTAL:		***710221***
SHP	139.43	X	12	X	242	=	404901	X	91.90%	=	372104
AUX	103.00	X	12	X	242	=	299112	X	91.90%	=	274884
									TOTAL:		***646988***
VAN	162.00	X	12	X	242	=	470448	X	89.40%	=	420581
AUX	102	X	12	X	242	=	296208	X	89.40%	=	264810
									TOTAL:		***685390***

UPT	Primary (T-37)	97%	
Aviation Ldr Prgm	Primary (T-37)	3%	
Total		100%	

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

ANSWER: The answer for Laughlin AFB is 237.

Assumptions: 246 training days per year, 44 days lost to weather (18% average over a 10 year period). Average operating period is 12.13 hours per day, 75% VFR, 25% IFR.

Calculations: Runway configuration is Diagram 29 (FAA Advisory Circular 150/5060-5). Aircraft mix is 5{(C + 3D)} Percent arrivals is 50%. Percent touch and go is 41% - 50%. Exit taxiway locations n = 2 at 5,000-7,000 feet from threshold.

VFR: C* = 280 (mix vs arrivals), T = 1.40, E = .93, C* x T x E = 364.5 operations/hour, 364.5 x 9.1 hrs/day = 3317 operations/day.

IFR: C* = 62 (mix vs arrivals), T = 1.00, E = 1.00, C* x T x E = 62 operations/hour, 62 x 3.03 hrs/day (3) = 187 operations/day.

Total yearly average: VFR + IFR = 3,504 operations/day x 202 days/yr = 707,808 operations/yr, 707,808 operations/yr divided by 246 days/yr = 2,877 operations/day, 2,877 divided by 12.13 hrs/day = 237 average operations per hour

ANSWER: The answer for the Laughlin auxiliary field is 90.

The calculations are as follows:

Calculations: Runway configuration is Diagram 1 (FAA Advisory Circular 150/5060-5). Aircraft mix is 0{(C -3D)} Percent arrivals is 60%. Percent touch and go is 41% - 50%. Exit taxiway locations n = 1 at 3,000 feet from threshold.

VFR (no IFR operations at auxiliary field): C* = 94 (mix vs arrivals), T = 1.40, E = .84, C* x T x E = 110.5 operations/hour, 110.5 x 9.1 hrs/day = 1,005 operations/day.

Total yearly average: VFR = 1,005 operations/day x 202 days/yr = 203,010 operations/yr, 203,010 operations/yr divided by 246 days/yr = 825 operations/day, 825 divided by 9.1 hrs/day = 90 average operations per hour.

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

OPERATIONS/SORTIE DATA

T-37 SORTIES

BASE	1991	1992	1993
COL	27559	24603	19872
LAU	28448	24191	19872
RAN		13962	10276
REE	21600	24330	26195
SHP	36265	33336	30581
VAN		24482	20304
TOTAL:	**113872**	**144904**	**127100**

T-37 OPERATIONS/SORTIE
6.1

SORTIE GRAND TOTAL:	385876

T-37 OPERATIONS

BASE	1991	1992	1993
COL	157743	140567	113307
AUX	27628	27441	18313
TOTAL:	***185371***	***168008***	***131620***
LAU	135350	122657	102334
AUX	39521	55956	47440
TOTAL:	***174871***	***178613***	***149774***
N		***62734***	***69081***
E	103684	100269	85705
UX	42172	48078	34507
TOTAL:	***145856***	***148347***	***120212***
VAN		105427	81791
AUX		46126	33708
TOTAL:	***0***	***151553***	***115499***
SHP	145949	133508	114602
AUX	66702	53013	33445
TOTAL:	***212651***	***186521***	***148047***
SUB TOTAL:	**718749**	**895776**	**734233**

OPERATIONS GRAND TOTAL:	2348758

T-38 SORTIES

BASE	1991	1992	1993
COL	26210	27548	27720
LAU	37941	27844	27926
RAN			
REE			
SHP	39671	39505	35205
VAN	36332	27247	28998
TOTAL:	**140154**	**122144**	**119849**

T-38 OPERATIONS/SORTIE

6.6

SORTIE GRAND TOTAL:	382147

T-38 OPERATIONS

BASE	1991	1992	1993
COL	160442	136628	134478
AUX	115227	95776	81777
TOTAL:	***275669***	***232404***	***216255***
LAU	146651	142158	130262
AUX	110866	81893	124808
TOTAL:	***257517***	***224051***	***255070***
RAN			
REE			
AUX			
TOTAL:	***0***	***0***	***0***
VAN	158685	121245	98106
AUX	102372	71237	66670
TOTAL:	***261057***	***192482***	***164776***
SHP	158706	137942	132577
AUX			
TOTAL:	***158706***	***137942***	***132577***
SUB TOTAL:	**952949**	**786879**	**768678**

OPERATIONS GRAND TOTAL:	2508506

OPERATIONS/SORTIE DATA

T-1 SORTIES

BASE	1991	1992	1993
RAN T-38			11162
RAN T-1			374
REE T-38			19410
REE T-1			7107
TOTAL:	0	0	38053

T-1 OPERATIONS/SORTIE
4.6

TOTAL T-1 SORTIES:	7481
TOTAL T-38 SORTIES:	30572

AVERAGE ANNUAL T-38 OPERATIONS

T-38 SORTIES X (AVE T-38 OPS / SORTIE) = 214004

30572 X 7.0

T-1/T-38 OPERATIONS

BASE	1991	1992	1993
COL			
AUX			
TOTAL:	*0*	*0*	*0*
LAU			
AUX			
TOTAL:	*0*	*0*	*0*
RAN		*0*	*79284*
[illegible]			82071
[illegible]E			86688
[illegible]OTAL:	*0*	*0*	*168759*
VAN			
AUX			
TOTAL:	*0*	*0*	*0*
SHP			
AUX			
TOTAL:	*0*	*0*	*0*
SUB TOTAL:	0	0	248043

AVERAGE ANNUAL T-1 OPERATIONS

TOTAL OPS - T-38 OPS = 34039

248043 214004

OPERATIONS GRAND TOTAL:	248043

	FY 1991	FY 1992	FY 1993
Runway 31L/13R Traffic Count T-37	135,350	122,657	102,334
Runway 31R/13L Traffic Count T-38	146,651	142.158	130,262
Runway 31C/13C Traffic Count T-38	110,866	81,893	124,808
Auxiliary Airdrome T-37	39,521	55,956	47,440

T-37 102334 + 47440 / 19872 = 75%

T-38 130262 + 124808 / 27926 = 91%

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

		FY 1991	FY 1992	FY 1993
Main Base	VFR	77%	81%	81%
	IFR	23%	19%	19%
	TOTAL	100%	100%	100%
AUX	VFR	100%	100%	100%

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

ANSWER: Syllabus constraints to mostly daylight flying are the only constraints. There are no additional restrictions.

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

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 6.8 sorties per hour (increase from 6.8 to 13.6 or 102%)

T-38: 0.6 sorties per hour (increase from 9.1 to 9.7 or 6%)

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

T-1: 4.4 sorties per hour (increase from 0.7 to 5.1, note: percent is N/A because today's rate is artificially low due to start-up of SUPT in FY 94)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

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

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 9.7 sorties per hour (increase from 6.8 to 16.5 or 145%)

T-38: 0.7 sorties per hour (increase from 9.1 to 9.8 or 7%)

T-1: 4.4 sorties per hour (increase from 0.7 to 5.1, note: percent is N/A because today's rate is artificially low due to start-up of SUPT in FY 94)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

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

ANSWER: The 400 student per year limit is the only factor that could not be overcome.

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

ANSWER: Maximum sortie generating capacity per year:

Trainer Aircraft	Max Sorties
T-37 P	40,852
T-38 PF	22,013
T-1 NT	11,206

NOTE: Command modeling factors do not allow us to provide data by syllabus or level of training.

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

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

NSWER: The only way would be to lengthen the flying time period per day by flying more sorties at night.

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

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR / VFR Capable? Night Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
Laughlin AFB 13C	8,858	150	AGI 8. 118,000lbs E3, C135, KC135, VC135		X				MA-1A, 133ft into the overrun, 13C. 132ft into the overrun, 31C	I,V,N,	VORTAC, ILS/VASI, ALSF-1 13C HIRLS
Laughlin AFB 13R	6,246	150	AGI 9, 318,000lbs C141, B1		X				None	V,N	MIRLS
Laughlin AFB 13L	8,310	150	AGI 10, 412,000lbs C5		X				MA-1A, 93ft into the overrun, 13L. 132ft into the overrun, 31R	V,N	NON-STD VASI, MIRLS
Laughlin AFB Auxiliary Airdrome	6,000	150	Info not available				X		None	V	None

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

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

Runway Designation	NAVAID	Published Approaches
Laughlin AFB 13C, 31C	VORTAC	TACAN 13C/31C, ILS, ASR and VOR

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

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	492233	Facility Assessment - SAT
111	Runways Rotor Wing	SY	N/A	
111	Landing Pads	SY	400	Not identified as a separate item in Real Property
113	Parking Aprons	SY	272336	All aprons; Facility Assessment - SAT
113	Access Aprons	SY	215933	Facility Assessment - SAT
121	Direct Fueling	OL / GM	N/A	Defueling by truck only
126	Truck Fueling	OL / GM	4/960	240/GM each fuel stand
121	Defueling	OL / GM	N/A	Defueling by truck only
411	Fuel Storage	BL	35051	Includes jet, diesel and mogas fuels
124	Fuel Storage	GA	356090	Includes jet, diesel and mogas fuel
149	Arresting Gear	N/A		
116	Arresting Gear	EA	4	Facility Assessment - SAT
422	Ammunition Storage	SF/CF	492/4428	Facility Assessment - SAT
425	Ammunition Storage, Open	CF	N/A	

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

ANSWER: None.

B. Airspace

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

AIRSPACE REQUIREMENTS

COLUMBUS CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:	BLOCK HOURS/YEAR	
PRIMARY (100 SQ NM X 5000 FT)	COL 1	2643	15K	PRIMARY:	67	PRIMARY 161	x 12 x 242=	467892
	MER 1 EAST	719	15K	ADVANCED:	17			
	TOTAL:	3362						
ADVANCED (200 SQ NM X 12000 FT)	COL 2	647	15K	PRIMARY:	94	ADVANCED 40	x 12 x 242=	116973
	COL 3	2668	15K	ADVANCED:	23			
	COL 4	1379	13K					
	TOTAL:	4694						

LAUGHLIN CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	LAU 3	2000	15K	PRIMARY:	40	PRIMARY 135	x 12 x 242=	391459
	TOTAL:	2000		ADVANCED:	10			
ADVANCED (200 SQ NM X 12000 FT)	LAU 1	4290	13K	PRIMARY:	95	ADVANCED 75	x 12 x 242=	218889
	LAU 2	450	13K	ADVANCED:	65			
	PECOS	8335	19K					
	TOTAL:	13075						

RANDOLPH CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	RND 1B	540	15K	PRIMARY:	15	PRIMARY 73	x 12 x 242=	211150
	RND 1C	123	5K	ADVANCED:	3			
	RND 2B	330	8K					
	TOTAL:	993						
ADVANCED (200 SQ NM X 12000 FT)	RND 1A	1407	13K	PRIMARY:	57	ADVANCED 17	x 12 x 242=	49499
	RND2A	1462	20K	ADVANCED:	14			
	TOTAL:	2869						

REESE CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	REE 2	1050	13K	PRIMARY:	39	PRIMARY 147	x 12 x 242=	427701
	REE 4	900	13K	ADVANCED:	10			
	TOTAL:	1950						
ADVANCED (200 SQ NM X 12000 FT)	REE 1	1224	14K	PRIMARY:	108	ADVANCED 37	x 12 x 242=	106925
	REE 3	2690	14K	ADVANCED:	27			
	REE 5	1500	14K					
	TOTAL:	5414						

SHEPPARD CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	SHEP 1	1110	14K	PRIMARY:	48	PRIMARY 145	x 12 x 242=	420383
	SHEP 2	1290	12K	ADVANCED:	12			
	TOTAL:	2400						
ADVANCED (200 SQ NM X 12000 FT)	WASHITA	768	11K	PRIMARY:	97	ADVANCED 57	x 12 x 242=	166922
	WESTOVER 1	2090	14K	ADVANCED:	45			
	WESTOVER 2	1980	13K					
	DICKIE A	700	13K					
	DICKIE B	700	13K					
	LOCK NW	950	18K					
	LOCK NX	1100	14K					
	LOVELAND	808	13K					
	TOTAL:	9096						

VANCE CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	VAN 1B	1600	15K	PRIMARY:	32	PRIMARY 158	x 12 x 242=	458832
	TOTAL:	1600		ADVANCED:	8			
ADVANCED (200 SQ NM X 12000 FT)	VAN 1A	6300	14K	PRIMARY:	126	ADVANCED 40	x 12 x 242=	114708
	TOTAL:	6300		ADVANCED:	32			

Syllabus of Training	Level of Training	Trainer Aircraft	# Workable Blocks of Airspace	Type of Airspace	Average Block Dimensions	Availability (Hrs/Yr)/ Block
SUPT	Primary	T-37	20	MOA	15 x 10 x 6,000	4,380 *
			4	MTR	8 x 217 x 1,000	4,380
			2	AA	11(rad) x 4,500	4,380
		(Total)	26			
	Advanced BF	T-38	18	MOA	15 x 25 x 13,000	4,380
			5	MTR	14.8 x 145 x 1,000	4,380
			1	AA	15(rad) x 6,000	4,380
			7	ATCAA	1,199 sqnm x 20,000	4,380
		(Total)	31			
	Advanced AT	T-1A	14	MOA	15 x 25 x 13,000	4,380
			1	MTR	11.8 x 177 x 1,000	4,380
			9	AA	15(rad) x 6,000	4,380
			1	ATCAA	8,390 sqnm x 20,000	4,380
		(Total)	25			
	Overall Total		82			

* NOTE: Laughlin does not own 82 blocks of airspace. T-38 and T-1A aircraft use many of the same pieces of airspace. Numbers shown for T-38s and T-1As do not reflect simultaneous operations of the two aircraft.

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

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

ANSWER: None.

List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and rspace-for-special-use (e.g., ranges and low level training routes) within 100 nmi. of the installation that are

›d for flight training. For each airspace provide the following information (seven questions):

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

ANSWER:

1. MOA, Laughlin 1, 15 nm from Laughlin, 4,290 sqnm x 13,000 ft, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
2. MOA, Laughlin 2, 35 nm from Laughlin, 450 sqnm x 13,000 ft, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
3. MOA, Laughlin 3, 10 nm from Laughlin, 2,000 sqnm x 15,000 ft, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
4. MTR, IR-169, 24 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
5. MTR, IR-170, 34 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
6. MTR, VR-1108, 151 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
7. MTR, VR-1109, 151 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
8. MTR, VR-1117, 49 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
9. MTR, SR-281, 15 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
10. MTR, SR-282, 25 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
11. MTR, SR-283, 25 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.
12. MTR, SR-284, 95 nm from Laughlin, days Mon-Fri, other times by NOTAM, 47 OSS/DOOR.

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

ANSWER: Laughlin RAPCON provides radar coverage and communications for Laughlin 1 & 3 MOAs, IR-169 and IR-170. Houston Center provides radar coverage and communications for the Laughlin 2 MOA. Aircraft operate VFR on VR-1108, 1109, 1117 and SR-281, 282, 283 and 284.

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

ANSWER: No, except for the auxiliary airfield, located near Spofford, Texas. Land for the airfield was acquired by a general warranty deed in lieu of condemnation, along with AICUZ, utility, and road perpetual easements, 31 Jul 92.

d. What is the distance en route?

ANSWER:

LAUGHLIN 1	20 NM
LAUGHLIN 2	40
LAUGHLIN 3	15
IR-169	29

IR-170	39
VR-1108, 1109	156
VR-1117	54
SR-281	20
SR-282, 283	30
SR-284	100

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

ANSWER: No.

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

ANSWER: No.

g. In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase in usable airspace. Provide the basis/calculations for these estimates.

ANSWER: Yes.
Laughlin 1 MOA - 4,290 sqnm
Laughlin 2 MOA - 450 sqnm
Laughlin 3 MOA - 2,000 sqnm
Total MOA Space - 6,740 sqnm
Approximately 1,260 sqnm of potentially usable airspace around Laughlin MOAs.
Add a range, which would be approximately 28 sqnm
(1,260+26)/6,740 = .19 (19%)

Add 2 low levels, we currently own 9 for a 22% increase.

Through MOA, range and low level airspace additions, Laughlin could increase its usable airspace by approximately 20%.

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

ANSWER: Yes.

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

a. Where do these units/squadrons deploy?
b. How far from your installation?
c. Frequency?
d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)
e. Annual costs incurred for deployments due to adverse weather?
f. Annual costs incurred for deployments due to airspace non-availability?
g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

ANSWER: Questions 5a-5g are N/A for Laughlin.

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

ANSWER: None.

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

Syllabus of Training	Terrain Feature or Overwater Requirement
SUPT/UPT P-V4A-A/B	None
ALP T-37 P-V4A-E	None
ATP T-38 P-V4A-P	None
FWQ F-V5A-Q	None
T-1 Bnk Rql F-V5-A-Z	None

8. List any additional constraints or limitations to the airspace that impact the training mission.

ANSWER: None.

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

ANSWER: See table below.

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

ANSWER: See table below.

GROUND TRAINING FACILITIES

BASE	DESIGN CAP		HOURS/DAY		TNG DAYS/YR		TNG HRS/YR
COLUMBUS							
CLASSROOM	224	X	8	X	242	=	433664
SIMULATOR	16	X	16	X	242	=	61952
LAUGHLIN							
CLASSROOM	100	X	8	X	242	=	193600
SIMULATOR	16	X	16	X	242	=	61952
RANDOLPH							
CLASSROOM	360	X	8	X	242	=	696960
SIMULATOR	24	X	16	X	242	=	92928
REESE							
CLASSROOM	360	X	8	X	242	=	696960
SIMULATOR	16	X	16	X	242	=	61952
SHEPPARD							
CLASSROOM	180	X	8	X	242	=	348480
SIMULATOR	24	X	16	X	242	=	92928
VANCE							
CLASSROOM	193	X	8	X	242	=	373648
SIMULATOR	16	X	16	X	242	=	61952
CORPUS							
CLASSROOM	240	X	8	X	242	=	464640
SIMULATOR	12	X	16	X	242	=	46464
KINGSVILLE							
CLASSROOM	444	X	8	X	242	=	859584
SIMULATOR	16	X	16	X	242	=	61952
MERIDIAN							
CLASSROOM	300	X	8	X	242	=	580800
SIMULATOR	14	X	16	X	242	=	54208
PENSACOLA							
CLASSROOM	2535	X	8	X	242	=	4907760
				(OTHER TRAINING)		-	992216
				TOTAL CLASSROOM:			**3915544**
SIMULATOR	74	X	16	X	242	=	286528
WHITING							
CLASSROOM	275	X	8	X	242	=	532400
SIMULATOR (T-34)	18	X	16	X	242	=	69696
SIMULATOR (TH-57)	9	X	16	X	242	=	34848
RUCKER							
CLASSROOM	2853	X	8	X	242	=	5523408
SIMULATOR	55	X	16	X	242	=	212960

Facilities

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

ANSWER: The change in capacity is 900,360 student-hours/year.

Calculations are as follows: Twenty hour average availability and 300 work days multiplied by facility capacity to produce maximum capacity. Sum of maximum capacities = total maximum capacity.

Maximum Academic Capacity = 600,000
Maximum Simulator Capacity = 72,000
Maximum Physiology Capacity = 192,000
Maximum Fitness Capacity = 1,350,000
Total Maximum Capacity = 2,214,000

Summation of Projected UPT capacities (C.1 and C.2) = 1,313,640

The change in capacity under the conditions stated in question C.3 determined by subtracting the Summation of Projected UPT Capacities from the Total Maximum Capacity.

Type of Training Facility/Cat Code	Total Number	Design Capacity (PN)	Capacity (Student Hrs/Yr)
CCN: 171-211			
Academic Classroom	4	100[1]	295,200[2]
CCN: 171-212			
Instrument Flight Simulator - T-96	2	4[3]	14,760[4]
Instrument Flight Simulator - T-50	8	8[5]	31,488[6]
Instrument Flight Simulator - T-51	4	4[7]	15,744[8]
CCN: 171-214		16	
Physiological Training Facility	1	32[9]	70,848[10]
CCN: 740-674			
Fitness Center	1	225[11]	885,600 12

100 x 242 x 8hr
193,600

- T1
- T37
- T38

61952
16 x 242 x 16 hrs

[1]Data computed based upon 4 classrooms with a design capacity of 25 students each (professional judgment of preparer).

[2]Data computed based upon 246 work days, 12 hour availability, and design capacity.

[3]Data computed based upon T-96 simulator being designed to handle 2 students, 1 instructor, and 1 console operator.

[4]Data computed based upon 246 work days 15 hour availability and design capacity.

[5]Data computed based upon T-50 simulator being designed to handle 1 student, 1 instructor, and 1 console operator.

[6]Data computed based upon 246 work days, 16 hour availability and design capacity.

[7]Data computed based upon T-51 simulator being designed to handle 1 student, 1 instructor, and 1 console operator.

[8]Data computed based upon 246 work days, 16 hour availability and design capacity.

[9]Data computed based upon PTU design capacity of 32.

[10]Data computed based upon 246 work days, 9 hour availability and design capacity.

[11]Data computed based upon Fitness Center design capacity of 225.

[12]Data computed based upon 246 work days, 16 hour availability and design capacity.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations.

Type of Training Facility/Cat Code	Total Number	Design Capacity (PN)	Capacity (Student Hrs/Yr)
CCN: 171-211			
Academic Classroom	4	100	600,000

Construction of four facilities[1] easily accomplished in the vicinity of the flightline environment, at a cost of $2,613,600.00[2]. The additional facilities would create 32 additional classrooms for an additional gained capacity of 4,800,000[3] student hours.

[1]Each facility composed of two stories, eight classrooms, bathrooms, hallways, etc. Classroom capacity of 25 students per room. 7,200 square feet used as facility size. Estimates based on the professional opinions of Mr Mitchell and Capt Thorpe.

[2]Cost based on four facilities of 7,200 square feet at a cost of $90.75 per square feet. Cost per square foot based on Means Light Commercial Cost Manual page 70 and professional opinion of Mr Flores.

[3]Additional capacity based on 300 days x 20 hours per day x Design Capacity of four facilities (800).

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

NSWER: With four two-story buildings constructed there is still land available for construction, but not with ımediate access to building 320.

By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is not conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

ANSWER: Since the primary mission for Laughlin AFB is undergraduate pilot training, no facilities are dedicated to other training.

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

ANSWER: Since the primary mission for Laughlin AFB is undergraduate pilot training, no facilities are dedicated to other training.

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

ANSWER: N/A.

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations.

ANSWER: N/A.

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

ANSWER: N/A.

D. Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

ANSWER: None.

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments
T-1A	48	1500 sq yds per aircraft

T-038A	82	700 sq yds per aircraft
T-037B	110	800 sq yds per aircraft

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

ANSWER: This parking plan allows 10 feet separation from wing tip to wing tip.

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments
T-1A	24*	Bldg 50, 210, 414 and projected new Hgr 4, bldg# unknown
T-038A	42*	Bldg 50, 210, 414 and projected new Hgr 4, bldg# unknown
T-037B	36*	Bldg 50, 210, 414 and projected new Hgr 4, bldg# unknown

* Based upon AFR 86-2 standards and AETC Facility Requirements Calculation Template, maximum number of aircraft = hangar space / square footage for each aircraft

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

ANSWER: Five feet from structure and six to ten feet between wing tips depending on type aircraft.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft*	Comments
T-1A	56	Building 50 (H-1), Building 210 (H-2), Building 414 (H-3), NDI, Fuels, Corrosion Control, & Wash Racks. Under cover maintenance.
T-038A	83	Building 50 (H-1), Building 210 (H-2), Building 414 (H-3), NDI, Fuels, Corrosion Control, & Wash Racks. Under cover maintenance.
T-037B	110	Building 50 (H-1), Building 210 (H-2), Building 414 (H-3), NDI, Fuels, Corrosion Control, & Wash Racks. Under cover maintenance.

number of aircraft is derived from availability of nose docks, back shops, fuel cells, and maintenance hangars

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

ANSWER: Five feet from structure and six to ten feet between wing tips depending on type of aircraft.

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

ANSWER: None.

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft	Comments
T-1A	43	Building 507, COMBS Warehouse is used
T-038A	279	Building 77 and 307 are used
T-037B	279	Building 77 and 307 are used

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

ANSWER: Computations derived from maintenance operation guidelines; square footage of the buildings for each type of aircraft and dividing by 400. i.e. Building 77 is 107,738/400 = 279.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

ANSWER: None.

Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
UEPH PP BLDG 255	216	108	139
UEPH PP BLDG 256	156	156	93
UOPH STUDENT BLDG 449	80	80	80
UOPH STUDENT BLDG 450	120	120	43

Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
255	108	108	108
256	156	156	156
449	80	80	80
450	120	120	120

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Dining Hall, Bldg #253, Code 722351	7,248	115	155

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Dining Hall, Bldg #253, Code 722351	7,248	115	101 Projected

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ	200	190	190	190	190	190	190
BEQ	0	0	0	0	0	0	0
On-Base OfficerHousing*	100	110	120	130	140	150	160
Off-Base Enlisted Housing	25	35	45	55	65	75	85
Messing	370	370	370	370	370	370	370

* In FY96, with military to civilian conversions, it is estimated an additional 100 officers could be accommodated by redistribution of enlisted housing.

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

ANSWER: To determine dining facility capacity the formula found in AFR 146-7, Para 6-4, was used. Seating are (1852 SF) is divided by 15, and the result is multiplied by 3. (1852 divided by 15 equals 123.5, 123.5 multiplied by 3 equals 370.)

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission.

ANSWER: There are no foreseeable constraints or limitations to messing facilities that impact the training mission.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Pl

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

Subject: Request for clarification

Source of Tasking: HQ USAF/RTR in conjunction with the Joint Working Group for Undergraduate Pilot Training

1. FOR ALL BASES: (Capacity Questionnaire, Features and Capabilities: Housing and Messing)

Provide the number of BOQ/BEQ rooms that are adequate/permanent.

2. COLUMBUS AFB: (Military Value Questionnaire, Mission Requirements, Managed Training Areas; C.1)

Report its outlying airfield.

3. RANDOLPH AFB: (Military Value Questionnaire, Facilities, Air Space and Flight Training Areas; A.11)

The Joint Working Group has refined the distance criteria to 75nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76nm. Request Randolph AFB remeasure the distance to the range.

4. SHEPPARD AFB: (Military Value Questionnaire, Facilities, Airfield; B.1)

Sheppard AFB needs to report 3rd parallel runway which is funded, contracted and construction in progress.

Does Sheppard AFB have a physiology Trainer?

5. LAUGHLIN: (Military Value Questionnaire, Facilities, Airfield; B.2)

Verify condition of runways.

6. RANDOLPH AFB: (Military Value Questionnaire, Future Requirements, Encroachment; B.4)

Is the existing AICUZ study encoded in local zoning ordinances? Yes or No

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Features and Capabilities question number (A.1-dc)

SOURCE: Real Property Record (28 Feb 94) and AETC Form 321 as of 31 Mar 94

METHOD: Extract data from above sources.

CONCLUSION: Total number of rooms that are adequate/permanent: 464 - See attached.

Preparer: I certify the avove information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name,Rank,Office Symbol,DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Algie H. Ennis Date 11 Aug 94
Signature

ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559
Typed Name,Rank,Office Symbol,DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
LAUGHLIN AFB, TEXAS

CHANGE 3

PURPOSE: To document the answer to Facilities question number (B.2).

SOURCE 28 FEB 94 USAF Real Property Inventory Report (7115), attached to question (J.1); refer to questions (II.1.B.a.1) through (II.1.B.1.gg) of Installation Worksheet; Engineering Criteria; AFM 86-2 through change 8, reprinted May 87, see attached; MIL HNBK 1190, on file 47 Civil Engineering, Bldg 100, 251 Fourth Street; Joy Belanger,GS-09, 47 CES/CERR, 732-5784

METHOD: Condition code survey accomplished in 1992 by Engineering Flight. For aprons, use the procedures in Para 3-19 of AFM 86-2 to calculate the required parking apron. Use projected primary assigned aircraft numbers plus 10 percent to account for back-up aircraft inventory. Transient, TDY, and mobility aircraft not officially assigned to the base are not to be used for calculating apron requirements.

CONCLUSION: Change 2: to provide accurate source documentation; also, to correct typographical errors for "Facility Type (CCN)" 112, "Current Quantity" from 215933 to 215934; "Facilty Type (CCN)" 843 was corrected from 842.

Change 3: find attached information about a project to upgrade the pavement on the flightline. Award date is scheduled for 15 MAR 95. Upon completion of project, flightline pavement will be at 100%.

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	492233	21	79	0
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	215934	83	17	0
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	272336	1	99	0
116-662	Dangerous Cargo Pad	SY	45000	0	100	0
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines)(Do not include 812-921, 812-926 and 812-928	LF	428108	34	66	0

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	N/A			
832	Sewage and Indust Waste-Collection (Mains) (Do not include 832-267)	LF	122796	42	58	0
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319)	LF	3557	100	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	810699	18	82	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	147114	16	84	0

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent

status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 12 Aug 94

Signature

ROBERT L. KELLY, Jr., SMSgt, 47 CES/CER, 732-5784

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 12 Aug 94

Signature

ROBERT FRANK, HQ AETC/CEDE, 487-2594

Typed Name, Rank, Office Symbol, DSN Number

As of 1 Aug 94

LOCATION	Laughlin AFB
T[illegible] $	MCAF
[illegible]ECT DESCRIPTION	Upgrade Airfield Paving
FISCAL YEAR	FY 94

SCOPE: Upgrade 3 parallel runways and associated taxiways. Remove and dispose of existing asphalt pavement to meet aircraft loadings and concrete touch down area to eliminate ponding. Patch exist. ashpalt, seal cracks, provide all pavement markings.

PROGRAMMED AMOUNT	$3,250,000
CURRENT WORKING EST.	$3,210,151 Includes 4 options
DESIGN SCHEDULE	
ARCHITECT-ENGINEER	Little Rock District
DESIGN %	SCHEDULED: 100 ACTUAL: 100
DESIGN COMPLETION	26 July 94
SCHEDULED ADVERTISE DATE	1 Feb 95
[illegible]EDULED BID OPENING	1 March 95
[illegible]W BID	
APPARENT LOW BIDDER	
SCHEDULED AWARD DATE	15 March 95
CONTRACT DURATION TIME	131 days

REMARKS: Will be combined with airfield lighting for one construction contract.

DESIGN STATUS REPORT

3

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; knowledge of local aircraft parking ramp configurations
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37	271,723 SY	800	339
T-38	271,723 SY	700	388
T-1	271,723 SY	1,500	181

NOTES:

1. Total apron space is 271,723 SY. Total usable parking area under current operations is 217,400 SY.

a. Total unusable parking area under current operations is 54,323 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations = 271,723 - 54,323 = 217,400 SY

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Jr. Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

Attch 1

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
LAUGHLIN AFB, TEXAS

CHANGE 4

PURPOSE: To document the answer to Facilities question number (C.1).

SOURCE: 28 Feb 94 Real Property Inventory Change Report (7115) [attached to question (J.1) Military Value Analysis Installation Worksheet] adjusted based on projected condition of facilities after completion of funded MILCON and O&M projects.

METHOD: Solicit inputs from appropriate wing agencies and extract data from real property records.

CONCLUSION: Changes 2 and 3: attached information updates chart as a result of reevaluation
Change 4 (*): During inital evaluation the current MILCON project was not considered in assessing condition code. After this project is complete the facility will be adequate. Additional projects to repair and upgrade building infrastructure are less than $700,000.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
141-753	Squadron Operation Fac	SF	8,567	1,680	0
171-152	Lecture Hall	SF	5,646	0	0
171-211	Flying Training Buildings	SF	62,674	4,544	0
171-212	Flight Simulator Building	SF	70,689(*)	0	0
171-213	Flying Training Buildings (UPT/UNT)	SF	14,000	0	0
171-214	Physiological Training Bldg	SF	8,207	0	0
740-873	Theater	SF	0	0	5,061

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Paul W. Somers Date 7 OCT 94
Signature
PAUL W. SOMERS, Maj, USAF, 47 CES/CC, 732-5252
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thomas J. McDonald Date 7 Oct 94
Signature
THOMAS J. MCCDONALD, Lt Col, HQ AETC/CEP, 487-6132
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: The following corrections are made to the base answers:

Randolph 2A: ATCAA goes only to FL210
Crystal: area should be 1248 sq nm, ATCAA goes only to FL450
Laughlin 1: area should be 4500 sq nm
Laughlin 2: area should be 469 sq nm
Laughlin 3: area should be 1975 sq nm
Pecos: area should be 7,980 sq nm

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, Texas

PURPOSE: To document the answer to Facilities question number (A.10).

SOURCE: Annual Utilization Reports 1990-1993, Sectional Aeronautical Charts 26 May 94, Airspace Scheduling Agency (47 OSS, 12 OSS, NAS Kingsville COMTRAWING Two, 149 OG/CC) and Base Airspace Manager Capt Roger F. Reynolds 47 OSS/DOOR 732-5864.

METHOD: Extract data from above sources.

CONCLUSION:

NAME	TYPE	AREA (SQ NM)	ALTITUDE BLOCKS	DISTANCE TO AREA
Randolph 2A	MOA with overlying ATCAA	1462 sq nm	9000'-FL 220	79 nm
Crystal	MOA with overlying ATCAA	1800 sq nm	6000'-FL 600	80 nm
Laughlin 1	MOA with overlying ATCAA	4290 sq nm	9000'-FL 220	20 nm
Laughlin 2	MOA with overlying ATCAA	450 sq nm	9000'-FL 220	40 nm
Laughlin 3	MOA with overlying ATCAA	2000 sq nm	7000'-FL 220	15 nm
Pecos	ATCAA	8335 sq nm	FL260-FL450	15 nm

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94

Signature
Roger F. Reynolds, CAPT, 47 OSS/DOOR, 732-5864
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date _____

Signature

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

4 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the 23 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan.

The complete Military Value and Capacity Analysis Data Calls for Hondo Field and Falcon Field will be sent to HQ USAF/RT shortly. Following receipt and certification of the data calls at the Air Staff level, I will forward them to you. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 23 Sep 94
2. AETC Response to 23 Sep 94 Questions

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
LAUGHLIN AFB

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity) A, D, and E Records; MILCON and O&M project listings; In-house survey; Engineering Criteria

METHOD: Provide a separate table for each airfield. For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition of the pavements because real property records lump all pavements under one facility number, and only permit one condition code to be assigned. Ensure the condition data reported accurately reports the actual condition of each type of pavement, and not just repeat what is in the real property records. Also, ensure the data reflects the condition of the pavements after completion of all funded O&M and MILCON projects. Backup data retained at the base should document construction projects for new or replacement (hand added) pavement.

CONCLUSION:

MAIN BASE: LAUGHLIN AFB

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	390,233	85	15	Ø
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	206,655	83	17	Ø
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	271,723	10	90	Ø

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
LAUGHLIN AFB
(CONTINUATION SHEET)

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (D.2). (Continuation Sheet)

AUXILLARY AIRFIELD: SPOFFORD AUXILLARY AIRFIELD

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	102,000	100	Ø	Ø
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	9,279	100	Ø	Ø
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	613	100	Ø	Ø

To ensure facility conditions are applied consistently across the command, the following guidance is offered. For airfield pavements, these definitions should be applied to each section of pavement to be evaluated. A single runway, for example, could have different areas that fall into each of the following categories.

a. Adequate/Permanent means the pavement is structurally and functionally adequate to serve its current purpose without major investment. A requirement for recurring maintenance type items, such as joint sealing and spall repairs, should not be considered major investment

b. Substandard/Semi-permanent means the section of the pavement requires significant work to retain its functionality, but is still usable in the meantime.

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
LAUGHLIN AFB
(CONTINUATION SHEET)

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (D.2). (Continuation Sheet)

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c. Inadequate/Temporary means the section of pavement cannot be used for aircraft operations in its present condition, and requires major work or complete replacement to make it usable.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Sep 94

THOMAS MURPHY, 1LT, CECS, 732-5093
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 4 Oct 94
Signature

ROBERT FRANK, GM13, HQ AETC/CEOE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
LAUGHLIN AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE See installation worksheet

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects (FY-95 and earlier MILCON, and all funded or authorized O&M projects).

This worksheet corrects the method, and simplifies the base's installation worksheet, removing misleading or unnecessary notes in order to avoid confusion. The conclusion is the same as supplied by the base in their worksheet dated 27 Sep 94..

CONCLUSION: LAUGHLIN AFB (MAIN BASE AND SPOFFORD AUX FIELD)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	492,233	85	15	0
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	215,934	83	17	0
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	272,336	10	90	0
116-662	Dangerous Cargo Pad	SY	45,000	0	100	0

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
LAUGHLIN AFB, TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	428,108	75	25	0
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	N/A			
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	122,796	58	42	0
842	Water - Distr Sys-Potable (Do not include842-246, and 842-249)	LF	384,004	40	60	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	3,557	100	0	0
851	Roads (Do not include 851-142 and 851-143	SY	810,699	80	20	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	147,114	75	25	0

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
LAUGHLIN AFB, TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 5 Oct 94
Signature
ROBERT FRANK, GM13, HQ AETC/CEDE 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
131	Communications Buildings	SF	3,643	0	5,864
133	N/A to AETC bases	SF	0	0	0
141 (less 141 753)	Operations Buildings	SF	1,152	15,029	96
211	Maintenance - Aircraft	SF	144,504	154,953	4,228
217	Maint - Electronics and Communications Equip	SF	6,842	0	3,567
218	Maint Shops	SF	25,393	1,008	0
219	Maint - Installation Repair and Operations	SF	47,468	7,904	12,358
610	Administrative Buildings	SF	80,369	58,145	18,707

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3). (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 SEP 94

Signature

STEVEN M. PETRYSZYN, Maj, USAF, 732-5214, 47 CES/CEO
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan L. Huggins 28 Sep 94

Date

Signature

SUSAN HUGGINS, GS-12, AETC/CEPE, DSN487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
141-753	Squadron Operation Fac	SF	8,567	1,680	0
171-152	Lecture Hall	SF	5,646	0	0
171-211	Flying Training Buildings	SF	62,674	4,544	0
171-212	Flight Simulator Building	SF	0	70,689	0
171-213	Flying Training Bildings (UPT/UNT)	SF	14,000	0	0
171-214	Physiological Training Bldg	SF	8,207	0	0
740-873	Theater	SF	0	0	5,061

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28SEP94

Signature

STEVEN M. PETRYSZYN, Maj, USAF, 732-5214, 47 CES/CEO

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94

Signature

SUSAN HUGGINS, GS-12, AETC/CEPE, DSN487-2994

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to Manpower Implications, Par A, Question 1b. Data Call 23 Sep 94.

SOURCE: DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993

METHOD: Determine the number of adequate, substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085; and lines 5, 10, 25, and 32 in Column A from AETC Form 515.

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQs	200	0	200
VOQs	22	0	22
BEQs	372	0	372
VAQs	28	0	28

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Shirley M. Pritchett Date 28 Sep 94
Shirley M. Pritchett, GS-10, 47 CES/CEH, 732-5831

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94
T. Shook, GM-13, AETC/SVXM, 487-5110

A. Ennis Date 28 Sep 94
A. Ennis, GS-12, AETC/CEPH, 487-3133

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

Change 1

PURPOSE: To document the answer to Facilities question number (E.7).

SOURCE: 47 LS/LGSM, Munitions Accountable Systems Officer (MASO), 2Lt Michael L. Rollman, 732-5209

METHOD: Professional judgment and knowledge

CONCLUSION: Currently there are no trained personnel or equipment available at Laughlin AFB to load training munitions.

No.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Michael L Rollman Date 29 Sep 94
Signature
Rollman, Michael L., 2Lt, 47 LS/LGSM, 732-5209
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L Brannon Jr Date 29 SEP 94
Signature
THAD L. BRANNON, JR., GM-14, HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

Change 1

PURPOSE: To document the answer to Facilities question number (E.7).

SOURCE: 47 LS/LGSM, Munitions Accountable Systems Officer (MASO).
2Lt Michael L. Rollman, 732-5209

METHOD: Professional judgment and knowledge

CONCLUSION: Currently there are no trained personnel or equipment available at Laughlin AFB to load training munitions.

No.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Michael L Rollman Date 29 Sep 94
Signature
Rollman, Michael L., 2Lt, 47 LS/LGSM, 732-5209
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L Brannon Jr Date 29 SEP 94
Signature
THAD L. BRANNON, JR., GM-14, HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to Manpower Implications, Par A, Question 1b. Data Call 23 Sep 94.

SOURCE: DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993

METHOD: Determine the number of adequate, substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085; and lines 5, 10, 25, and 32 in Column A from AETC Form 515.

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQs	200	0	200
VOQs	22	0	22
BEQs	372	0	372
VAQs	28	0	28

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Shirley M. Pritchett Date 28 Sep 94
Shirley M. Pritchett, GS-10, 47 CES/CEH, 732-5831

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94 Date 28 Sep 94
T. Shook, GM-13, AETC/SVXM, 487-5110 A. Ennis, GS-12, AETC/CEPH, 487-3133

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (3.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
131	Communications Buildings	SF	3,643	0	5,864
133	N/A to AETC bases	SF	0	0	0
141 (less 141 753)	Operations Buildings	SF	1,152	15,029	96
211	Maintenance - Aircraft	SF	144,504	154,953	4,228
217	Maint - Electronics and Communications Equip	SF	6,842	0	3,567
218	Maint Shops	SF	25,393	1,008	0
219	Maint - Installation Repair and Operations	SF	47,468	7,904	12,358
610	Administrative Buildings	SF	80,369	58,145	18,707

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3). (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 SEP 94

STEVEN M. PETRYSZYN, Maj, USAF, 732-5214, 47 CES/CEO
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 Sep 94

SUSAN HUGGINS, GS-12, AETC/CEPE, DSN487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
141-753	Squadron Operation Fac	SF	8,567	1,680	0
171-152	Lecture Hall	SF	5,646	0	0
171-211	Flying Training Buildings	SF	62,674	4,544	0
171-212	Flight Simulator Building	SF	0	70,689	0
171-213	Flying Training Bildings (UPT/UNT)	SF	14,000	0	0
171-214	Physiological Training Bldg	SF	8,207	0	0
740-873	Theater	SF	0	0	5,061

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28SEP94

Signature

STEVEN M. PETRYSZYN, Maj, USAF, 732-5214, 47 CES/CEO

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94

Signature

SUSAN HUGGINS, GS-12, AETC/CEPE, DSN487-2994

Typed Name, Rank, Office Symbol, DSN Number

9/26/94 DC9-23.DOC

TOTAL P.05

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
LAUGHLIN AFB, TEXAS

CHANGE 4

PURPOSE: To document the answer to Facilities question number (B.2).

SOURCE 28 FEB 94 USAF Real Property Inventory Report (7115), attached to question (J.1); refer to questions (II.1.B.a.1) through (II.1.B.1.gg) of Installation Worksheet; Engineering Criteria; AFM 86-2 through change 8, reprinted May 87, see attached; MIL HNDK 1190, and Pavement Evalution and Overlay Design, Final Report- CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS (completed 25 Aug 93) on file 47 Civil Engineering, Bldg 100, 251 Fourth Street; Joy Belanger,GS-09, 47 CES/CERR, 732-5784

METHOD: Condition code survey accomplished in 1992 by Engineering Flight. For aprons, use the procedures in Para 3-19 of AFM 86-2 to calculate the required parking apron. Use projected primary assigned aircraft numbers plus 10 percent to account for back-up aircraft inventory. Transient, TDY, and mobility aircraft not officially assigned to the base are not to be used for calculating apron requirements.

CONCLUSION: Change 2: to provide accurate source documentation; also, to correct typographical errors for "Facility Type (CCN)" 112, "Current Quantity" from 215933 to 215934; "Facility Type (CCN)" 843 was corrected from 842.

Change 3: find attached information about a project to upgrade the pavement on the flightline. Award date is scheduled for 15 MAR 95. Upon completion of project, flightline pavement will be at 100%.

Change 4: attached information updates CCN's 111, 812, 832, 851, and 852 as a result of revaluation.

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	492233	85	15	0
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	215934	83	17	0
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	272336	10	90	0
116-662	Dangerous Cargo Pad	SY	45000	0	100	0

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines)(Do not include 812-921 ,812-926 and 812-928	LF	428108	75	25	0
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	N/A			
832	Sewage and Indust Waste-Collection (Mains) (Do not include 832-267)	LF	122796	58	42	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	384004	40	60	0
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319)	LF	3557	100	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	810699	80	20	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	147114	75	25	0

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than

$1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Paul W. Somers Date 27 Sep 94
Signature
PAUL W. SOMERS, Maj, USAF, 47 CES/CC, 732-5252
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J Frank Date 28 Sept 94
Signature

ROBERT FRANK, GM13, HQAETC/CEOE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin
STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

Type of Training	Total Projected Requirement (Active Duty USAF Requirement)	
Primary Pilot	1144	(952)
Advanced Airlift/Tanker Pilot	752	(656)
Advanced Bomber/Fighter Pilot	336	(246)
ALP	15	international only
ATP	33	international only
ENJJPT Primary	250	(98)
ENJJPT Advanced	250	(98)
Core Navigator	361	(300)
Panel Navigator	222	(170)
Interservice UNT	144	non-USAF only

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: P-V4A-A (TRIM)(T-38), Specialized Undergraduate Pilot Training (T-38) Bomber Fighter, Jan 93;
P-V4A-G, Specialized Undergraduate Pilot Training (T-1A), Feb 94;
P-V4A-J (TRIM)(T-37), Specialized Undergraduate Pilot Training (T-37) Preflight and Primary, May 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUPT numbers are provided since Laughlin does not conduct navigator training.

Syllabus	Type of Facility	# of Hours
SUPT Primary	Classrooms	213
	Simulators	27.3
SUPT Bomber/Fighter	Classrooms	156.3
	Simulators	28.6
SUPT Airlift/Tanker	Classrooms	185.5
	Simulators	42.2

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETCR 60-5, attachment 7 (1 July 93)

METHOD: Extract data from above sources.

CONCLUSION:

Aircraft Type	Area Type	Minimum Area (sq mi)	Minimum Vertical (feet)
T-37	Contact (below 15k')	100	5000
	Contact (above 15k')	100	6000
	Instrument	200	1500
	Formation	200	3000
T-38	Contact	200	12000
	Instrument (below FL240)	400	4000
	Instrument (above FL240)	800	4000
	Formation (below FL240)	400	4000
	Formation (above FL240)	800	4000
T-1	All (below FL240)	400	4000
	All (above FL240)	800	4000

Note: If high areas are located over low areas, establish a vertical buffer of 1,000 feet (or as assigned by the controlling agency) between high and low areas.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

David C. Seaver Date 29 AUG 94

Signature

David C. Seaver, CAPT, 47 OSS/DOOR, 732-5864

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94

Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
	194	(-)	194				
BOQ's	~~200~~	15	~~185~~ +			185	185
BEQ's	372	16	356	= 100%		356	0

Explanation of diverted spaces:
BOQ = 6 Billeting, 1 Model, 1 Before Rm, 7 maintenance
BEQ = 16 Airman Leadership School

37
- 16
356

185
+ 24
209

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

M J Berny Date 30 Aug 94
Signature
Maria Berny, GS-7, 47CES/DEH, DSN 732-5650
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

Columbus

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	72	0	72	0	0	72	0

Laughlin

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	24	0	24	0	0	21	0

-194
218

Randolph

-194 -- 100%
218

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	358	1	357	0	0	357	120

Reese

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	38	0	38	0	0	38	0

Sheppard

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	389	5	384	0	0	384	384

Vance

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	36	20*	56	0	0	56	0

* 20 spaces are being converted from BOQ to VOQ

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Laughlin AFB TX

PURPOSE: To document the answer to Mission Requirements question number (E.2)

SOURCE: 19 AF Msg 261300Z May 94 and Draft AETCR 55-1

METHOD: Extract data from above source.

CONCLUSION: MAJCOM forwarded incorrect data. The following answer is correct:

AIRCRAFT TYPE: T-1

FACTOR	VALUE
Min Runway Length for Touch and Go (T/G) (ft)	7,000

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

D. E. Cantor Date 11 Aug 94
Signature
David E. Cantor, Capt, HQ AETC/XOPU, 487-3390
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

MEMORANDUM FOR AF/XOOR 16 Aug 94

FROM: AF/XOOT

SUBJECT: Response to Joint Cross-Service Group Data Call

Reference: AETC/XO Memo/Fax, 16 Aug 94, Same Subject

This memorandum is to certify the installation worksheets for capacity and military value analysis (Atch 1) which were faxed by AETC/XO to AF/XOOR on 15 Aug 94. Except for one number, the data is accurate and complete to the best of our knowledge and belief. The number which should be corrected is on the capacity analysis worksheet for Vance AFB, OK and concerns the answer to Features and Capabilities question (A.1-dc). Per telephone conference with Maj Tim Ayres, AETC/XOPU, to correct an addition error, the number of 361 should be corrected to 363.

The AF/XOOT POC, Maj Randy Eckley, is available at 5-0902 to answer questions concerning this particular review.

Leonard L. Jarman

LEONARD L. JARMAN, Lt Col, USAF
Acting Chief, Training Division
Directorate of Operations, DCS P&O
X5-0651

Attachments:
1. AETC/XO Install Wrksht Fax, 15 Aug 94

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

UNCLASSIFIED

HQ AETC/XOPU
1 F STREET, SUITE 2
RANDOLPH AIR FORCE BASE, TEXAS 78150-4325

FAX TRANSMITTAL SHEET

TO: Lt Col Bruggemeyer

ORGANIZATION/OFFICE: AF/RCR

OFFICE PHONE: 225-4666

FAX PHONE: 223-9707

COMMENTS:

Sir,

Here is our data call. Some of the bases provided extraneous data for question A.1-dc. In those cases, the functional area expert generated a worksheet with the bottom line and that's all I'll fax. If you need all the worksheets, please let me know. The worksheet for Randolph Mil Val Facilities C.1 answers #3 on your tasking. The worksheet for Sheppard Mil Val Facilities C.1 answers the second part of #4 on your tasking. For #5, Laughlin validated the original numbers but added an explanation labelled Change 3 under the conclusion. If you need anything else or if this is not sufficient, please let me know.

Maj Ayres

FROM: MAJOR TIM AYRES

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UNCLASSIFIED

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
LAUGHLIN AFB, TEXAS

CHANGE 3

PURPOSE: To document the answer to Facilities question number (B.2).

SOURCE 28 FEB 94 USAF Real Property Inventory Report (7115), attached to question (J.1); refer to questions (II.1.B.a.1) through (II.1.B.1.gg) of Installation Worksheet; Engineering Criteria; AFM 86-2 through change 8, reprinted May 87, see attached; MIL HNBK 1190, on file 47 Civil Engineering, Bldg 100, 251 Fourth Street; Joy Belanger,GS-09, 47 CES/CERR, 732-5784

METHOD: Condition code survey accomplished in 1992 by Engineering Flight. For aprons, use the procedures in Para 3-19 of AFM 86-2 to calculate the required parking apron. Use projected primary assigned aircraft numbers plus 10 percent to account for back-up aircraft inventory. Transient, TDY, and mobility aircraft not officially assigned to the base are not to be used for calculating apron requirements.

CONCLUSION: Change 2: to provide accurate source documentation; also, to correct typographical errors for "Facility Type (CCN)" 112, "Current Quantity" from 215933 to 215934; "Facility Type (CCN)" 843 was corrected from 842.

Change 3: find attached information about a project to upgrade the pavement on the flightline. Award date is scheduled for 15 MAR 95. Upon completion of project, flightline pavement will be at 100%.

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	492233	21	79	0
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	215934	83	17	0
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	272336	1	99	0
116-662	Dangerous Cargo Pad	SY	45000	0	100	0
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines)(Do not include 812-921, 812-926 and 812-928	LF	428108	34	66	0

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	N/A			
832	Sewage and Indust Waste-Collection (Mains) (Do not include 832-267)	LF	122796	42	58	0
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319)	LF	3557	100	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	810699	18	82	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	147114	16	84	0

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent

status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 12 AUG 94

ROBERT L. KELLY, Jr., SMSgt, 47 CES/CER, 732-5784
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 12 Aug 94

ROBERT FRANK, HQ AETC/CEDE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

DESIGN STATUS REPORT

As of 1 Aug 94

LOCATION	Laughlin AFB
TYPE ¢	MCAF
PROJECT DESCRIPTION	Upgrade Airfield Paving
FISCAL YEAR	FY 94

SCOPE: Upgrade 3 parallel runways and associated taxiways. Remove and dispose of existing asphalt pavement to meet aircraft loadings and concrete touch down area to eliminate ponding. Patch exist. ashpalt, seal cracks, provide all pavement markings.

PROGRAMMED AMOUNT	$3,250,000
CURRENT WORKING EST.	$3,210,151 Includes 4 options
DESIGN SCHEDULE	
ARCHITECT-ENGINEER	Little Rock District
DESIGN %	SCHEDULED: 100 ACTUAL: 100
DESIGN COMPLETION	26 July 94
SCHEDULED ADVERTISE DATE	1 Feb 95
SCHEDULED BID OPENING	1 March 95
LOW BID	
APPARENT LOW BIDDER	
SCHEDULED AWARD DATE	15 March 95
CONTRACT DURATION TIME	131 days

REMARKS: Will be combined with airfield lighting for one construction contract.

DESIGN STATUS REPORT

3

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

LAUGHLIN AFB TX
~~6 June 1994~~
25 July 1994

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

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

CLOSE HOLD

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

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

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

ANSWER: None.

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

ANSWER: None.

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

ANSWER: None.

B. Operational Squadron Support

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

Squadron Name	Aircraft Type(s)	Mission
		HQ AF will answer

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

Service/Agency/ Custodian	Aircraft Type(s)	Mission
		HQ AF will answer

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

ANSWER: There are no non-training aircraft assigned to Laughlin AFB.

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

ANSWER: None assigned to Laughlin AFB.

C. Managed Training Areas

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

Managed Training Assets	Management Role
Laughlin Aux Airfield #1	Scheduling, control
A-633A	Scheduling, control
A-633B	Scheduling, control
Laughlin 1, 2, 3 MOAs	Scheduling, control
IR-169,170	Scheduling, control
VR-1108,1109,1117	Scheduling, control
SR-281, 282, 283,284	Scheduling, control
Class C Airspace	Control

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

ANSWER: None. Due to Laughlin's remote location, there are no other installations (DOD or non-DOD) which could effectively manage our assets.

D. General Military Support

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

ANSWER: Yes. Laughlin currently maintain agreements with six joint force agencies, allowing them to conduct counter-narcotic operations.

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

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

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

Equipment/Facility	Function
MATERIEL HANDLING EQUIPMENT	MOVEMENT OF CARGO
HANGAR SPACE	TO COVER AIRCRAFT
DESIGNATED TRAINING AREA	TO TRAIN OR PRACTICE WITH FORCES PRIOR TO OPERATION
MUNITIONS BUILDING	MUNITIONS STORAGE
COMMAND AND CONTROL FACILITY	TO ACT AS A COMMAND LOCATION
ELECTRONIC EQUIPMENT	SURVEILLANCE

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

ANSWER: Yes - CONUS Air Reconnaissance for Damage Assessment (CARDA).

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

ANSWER: Yes, Laughlin directly supports a civilian area control and surveillance mission, and provides support for the Drug Enforcement Agency and for Houston Center ARTCC when disabled and not able to function as part of the air traffic control system.

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

ANSWER: In the event of war or national emergency, Laughlin may be directed by the President, Congress or Secretary of the Air Force to process onto active duty selected reserve forces for the purpose of expanding the active force.

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

ANSWER: None.

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

ANSWER: No.

E. Other Support

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

ANSWER: YES. For other than imminently serious conditions, civil requests for assistance are forwarded to local emergency management officials, unless a mutual support agreement is in effect (there are several for fire department support and medical). If imminently serious conditions exists, commanders respond according to the mutual support agreement. If an incident involves military resources within our area of response Laughlin AFB will respond and taking control of the situation until the arrival of the owning agency. Laughlin's Disaster Control Group will provide command and control and assistance to the civilian agencies involved until the operations are concluded or relieved by higher authorities.

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

ANSWER: Laughlin AFB is responsible for the maintenance of and meteorological support associated with a WSR-88D Doppler Weather Radar Unit Control Position (UCP). The New Braunfels National Weather Service Forecast office utilizes the WSR-88D to issue weather forecasts, warnings, and advisories for all of southwest Texas. The radar is also a Department of Defense primary member of the National Weather Service WSR-88D Radar Network.

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

ANSWER: No. If so, describe.

F. Weather

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

Airfield: LAUGHLIN AFB

Month	% of Hours VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	86.5	13.5	6.8	22.6%
Feb.	87.8	12.2	6.1	25.3%
Mar.	91.7	8.3	2.9	17.6%
Apr.	94.8	5.2	1.3	20.0%
May	94.4	5.6	1.1	17.8%
June	97.7	2.3	0.4	16.3%
July	99.5	.5	0.1	14.2%
Aug.	99.6	.4	0.1	10.1%
Sept.	98.4	1.6	0.0	15.0%
Oct.	95.8	4.2	0.9	16.9%
Nov.	90.1	9.9	4.1	19.0%
Dec.	86.6	13.4	7.0	21.4%

18.01%

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

T-43 19%

T-37	T-38	T-1
19%	22%	22%

NOTE: T-1 weather attrition is assumed to be equal to the T-38 until data is available to determine T-1 weather attrition.

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of the year?

ANSWER: No data is currently collected to assess the scheduling impact in the training areas, however, since July of 1990 (tenure of current 47 OSS/DOO), no alternate areas have ever been sought, constructed, or used. The normal weather conditions at the most frequently used training areas do not pose a chronic problem for scheduling training sorties.

A. Air Space and Flight Training Areas

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

ANSWER: No.

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

ANSWER: No.

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

ANSWER: N/A

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

a. If yes, state all reasons.

ANSWER: No.

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

a. If yes, list all changes.

ANSWER: No.

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

ANSWER:

MOAs:	Laughlin 1, Laughlin 2, Laughlin 3
Low Levels:	IR-169, IR-170, VR 1108, VR-1109, VR-1117
	SR-281, SR-282, SR-283, SR-284
Alert Areas:	A-633A, A-633B

Class C airspace over Laughlin AFB

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

ANSWER: N/A, see A.7 for the airspace controlled by Laughlin AFB.

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

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace?

ANSWER: Yes

- (1) What is the status of each environmental analysis and supplement?

ANSWER: For all Laughlin airspace: EA is current.

- (2) Were there any problems associated with the analysis?

ANSWER: For all Laughlin airspace: no.

- (3) Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

ANSWER: For all Laughlin airspace: yes.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No) List those documented in Flight Information Publication (FLIP) and those you have concerns about.

ANSWER: A noise sensitive area is identified on LL routes VR-1108, 1109, and 1117 called Panther Junction. Additionally, Laughlin aircraft are prohibited by local regulation from overflying Del Rio, Tx below 3,000' MSL (2,000' AGL).

- Do any of these NSAs affect or threaten the quality of training or mission?

ANSWER: No

c. Are there any known civilian/commercial encroachments with each piece of airspace?

ANSWER: No

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

ANSWER: N/A

d. Are there any planned expansions to your special use airspace?

ANSWER: Yes (Include new airspace proposals)

- Explain proposal and give status (to include community reactions)

ANSWER: The 47 FTW, under the direction of HQ AETC and 19 AF is in the process of

conducting a feasibility study to determine if the construction of an air-to-ground bombing range is warranted. Community reaction has been extremely favorable, to the extent that numerous meetings have been held between civic leaders and Laughlin senior staff members to discuss possible site options. Informal site surveys have taken place.

- What was the primary rationale supporting expansion?

ANSWER: The range would be used to support the Introduction to Fighter Fundamentals (IFF) course, should it be implemented at Laughlin AFB. Laughlin's uncongested airspace, coupled with its favorable flying weather make it an ideal location to conduct IFF training.

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

ANSWER: All MOAs are subsonic.

f. What is the published availability of each airspace?
- (1) How many hours (average per year for 1990 thru 1993) was the airspace scheduled?
- (2) How many hours were actually used (average per year for 1990 thru 1993, total of all users)?
- (3) State reasons for difference between scheduled and actually used.

(1) Hours scheduled

AIRSPACE	SCHEDULED	USED
Laughlin 1 MOA	3,640	1,972
Laughlin 2 MOA	3,640	179
Laughlin 3 MOA	3,640	1,745
IR-169		101
IR-170		57
VR-1108		153
VR-1109		130
VR-1117		6
A-633A		3,040
A-633B		2,125

(2) Hours used

	FY90	FY91	FY92	FY93
Laughlin 1 MOA	N/A	1933	1671	2313
Laughlin 2 MOA	149.5	217.3	155.4	164.2
Laughlin 3 MOA	N/A	1614	1498	2124
IR-169	67.7	137.9	86.0	112.6
IR-170	47.4	58.9	53.6	69.9

VR-1108	100.3	244.1	146.2	122.7
VR-1109	87.1	189.7	138.9	104.3
VR-1117	5.2	12.2	2.5	4.5
A-633A	N/A	N/A	N/A	3040
A-633B	N/A	N/A	N/A	2125

(3) State reasons for difference between scheduled and hours actually used.

ANSWER: Aircraft do not use MOAs on every sortie; sorties canceled due to maintenance or weather.

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

ANSWER: Yes.

h. Can it be expanded in volume and/or hours of use?

ANSWER: Yes.

i. Describe the volume or area of the airspace.

ANSWER:
Laughlin 1 MOA: 4512 sqnm, 9000' to 22000' MSL
Laughlin 2 MOA: 469 sqnm, 9000' to 22000' MSL
Laughlin 3 MOA: 1975 sqnm, 7000' to 22000' MSL

The ATCAA above the vertical limits of the MOAs is designated as the Pecos areas and are used for supersonic operations above FL 300, and simulated aerial refueling. Houston ARTCC controls this airspace and assigns all or part of the airspace on request.

IR-169:	500-4000'AGL, 188 nm x 18 nm
IR-170:	500-4000'AGL, 194 nm x 8 nm
VR-1108:	500-1500'AGL, 143 nm x 9 nm
VR-1109:	500-1500'AGL, 128 nm x 9 nm
VR-1117:	500-1500'AGL, 128 nm x 9 nm
SR-281:	500-1500'AGL, 298 nm x 8 nm
SR-282:	500-1500'AGL, 298 nm x 8 nm
SR-283:	500-1500'AGL, 135 nm x 8 nm
SR-284:	500-1500'AGL, 135 nm x 8 nm
A-633A:	707 sqnm, 6000' AGL
A-633B:	154 sqnm, 3000' AGL
Class C airspace:	5 nm radius, 4000' AGL
	5-10 nm radius, 1200'-4000' AGL
	10 mile extensions off runways 13C and 31C

j. What percentage of the airspace is usable?

ANSWER: 99% of the airspace is usable. The only non-usable airspace we have is the noise sensitive area over the town of Panther Junction on VR-1108, 1109, and 1117.

8. Potential For Growth in Training Airspace (Area)
   a. Is expansion possible?

   ANSWER: Yes.

   - If yes, give an estimate of the percentage of increase and rationale for your estimate.

   ANSWER: Aproximately 20%. This estimate covers expansion of our MOAs, the addition of a range , and one or two low levels to our current airspace.

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

   ANSWER: No.

   c. Are reductions expected?

   ANSWER: No.

   - If yes, give an estimate of the percentage of decrease and rationale for your estimate.

   d. Do current special use airspace and training areas meet all training requirements?

ANSWER: Yes.

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

  ANSWER: No.

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

  ANSWER:

9. Commercial Aviation Impact
   a. Is the installation joint-use (CIVILIAN/MILITARY)?

   ANSWER: No.

   b. Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the installation.

Eagle Pass	Winn	Bowles
Hughes Ranch	Dunbar Ranch	Spofford
Laughlin Auxilary #1	Anacacho Ranch	Del Rio Intl
La Fonda Ranch	Fort Clark Springs	Tularosa
Davis Ranch	Leona Ranch	Springs Ranch
Flying Bull Ranch	DeLong Ranch	Horn Ranch
Robertson Ranch	Bertani Ranch	Lewis
Devils River Ranch	Rancho Grande	Edwards
Continental Ranch	Four Square Ranch	Freeman
Flying D Ranch	Lazy Two Ranch	RNK Ranch

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

ANSWER: No.

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

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft)
c. Distance from main airfield
d. Time en route from main airfield
e. Controlling agency
f. Scheduling agency

See chart in land use analysis

g. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage?
   - If so who provides the coverage?
i. Is the airspace under communications coverage?
   - If so who provides the coverage?
   j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
m. Total number of available hours in FY 1990 thru 1993
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)

LAUGHLIN

NAME	DIMENSIONS	AREA	ALT	CUBIC NM	DISTANCE	CNM X DIST	BASE ALT
A633A		707	6000	698	1	698	
A633B		154	3000	76	22	1672	
LAU1		4500	13000	9622	20	192434	
LAU2		469	13000	1003	40	40112	
LAU3		1975	15000	4873	15	73088	
PECOS		7980	19000	24938	15	374063	
RAN2A		1462	20000	4809	79	379928	
CRYSTAL		1248	39000	8005	80	640421	

ALERT x .8:	619				
ALERT TOT:	774	ALERT:	2369	ALERT DIST:	3.1
WA TOTAL:	0	WA:	0	WA DIST:	ERR
MOA TOTAL:	53249	MOA :	1700045	MOA DIST:	31.9
RES TOTAL:	0	RES:	0	RES DIST:	ERR
TOTAL:	54023	TOTAL:	1702415	ALL DIST:	31.5

	AL/WA/MOA	54023	1702415	MARITIME & AIRLIFT	31.5
	AL/MOA	54023	1702415	PRIMARY DIST	31.5
STRIKE & B/F	WA/MOA/RES:	53249	1700045	STRIKE & B/F DIST	31.9
E2/C2 & AIRLIFT & WSO	AL.8/WA/MOA	53868			
PRIMARY & NFO & SCRN	AL.8/MOA	53868			

o. Total number of hours used
   - By your service
   - By other services (including reserves and national guard)
p. Types of training permitted

33979.9

1,805,881 / 33979.9

53.1
WT AVG

Airspace Designator: Randolph 2A

a. MOA and Overlying ATCAA
b. 1462 sq nm x 12,000' (2.0) = 2924 x 79 = 230,996
c. 79nm
d. 16 min
e. Houston ARTCC
f. 12 OSS/DOFR
g. NO
h. Yes
   - Houston ARTCC
i. Yes
   - Houston ARTCC
j. 1
k. 0
l. Unknown
   - 22,230
   - Unknown
m. 12480
n. Unknown
   - 11980
   - Unknown
o. Unknown
   - 7592
   - Unknown
p. Any non-hazardous activity

SEE CO? THIS SECTION FOR NLDR, AREAS + DIMENSION

Airspace Designator: Crystal

a. MOA with Overlying ATCAA
b. 40nm x 45 nm x 54,000ft 15986.8 x 80 = 1,278,944
   1900 8.9
c. 80nm
d. 16 min
e. Houston ARTCC
f. 149 FG/CC
g. NO
h. Yes
   - Houston ARTCC
i. Yes

- Houston ARTCC

j. 0
k. 0
l. Unknown
- Unknown
- Unknown

m. 35,064
n. 2050
- 0
- 2050

o. 2050+
- Unknown
- 2050+

p. Any non-hazardous acitvity

Airspace Designator: Laughlin 1

a. MOA and Overlying ATCAA
b. 4290 sq nm x 13,000 ft 9172.7 x 20 = 183,440
c. 20 nm
d. 4 min
e. Laughlin Approach
f. 47 FTW
g. NO
h. Yes
- Laughlin Approach

i. Yes
- Laughlin Approach

j. 0
k. 1
l. 38,738
- 38,738
- N/A

m. 34944
n. 7896
- 7896
- N/A

o. 24,411. This MOA is subdivided into 12 areas, hours used is the amount of time any of these areas was in use
- 24,411
- N/A

p. Any non-hazardous activity

Airspace Designator: Laughlin 2

a. MOA and Overlying ATCAA
b. 450 sq nm x 13,000 ft = 962.2 x 40 = 38488
c. 40 nm
d. 8 min
e. Houston ARTCC
f. 47 FTW
g. NO
h. Yes
   - Houston ARTCC
i. Yes
   - Houston ARTCC
j. 0
k. 0
l. 1365
   - 1365
   - N/A
m. 34944
n. 623.2
   - 623.2
   - N/A
o. 623.2
   - 623.2

Airspace Designator: Laughlin 3

a. MOA and Overlying ATCAA
b. 2000 sq nm x 15,000 ft = 4934.2 x 15 = 74013
c. 15 nm
d. 16 min
e. Laughlin Approach
f. 47 FTW
g. NO
h. Yes
   - Laughlin Approach
i. Yes
   - Laughlin Approach
j. 0
k. 0
l. 44836
   - 44836
   - N/A
m. 34944
n. 6984
   - 6984

- N/A

o. 21831. This MOA is subdivided into areas, hours shown is the time any of these areas was in use.
- 21831
- N/A

p. Any non-hazardous activity

Airspace Designator: IR 149

MR = 3
VR = 3
IR = 4
10

a. MTR
b. 5 nm x 500 nm x 3,000 ft
c. 80 nm
d. 15 min
e. Houston ARTCC
f. NAS Kingsvill, COMTRAWING Two
g. NO
h. Yes
- Houston ARTCC

i. Yes
- Houston ARTCC

j. 1
k. 0
l. 40
- N/A
- N/A

m. 24090
n. 40.9
- N/A
- N/A

o. 19.6
- N/A

- N/A

p. Low level navigation training

Airspace Designator: IR 169

a. MTR
b. 20 nm x 174 nm x 3,000 ft
c. 29 nm
d. 6 min
e. Houston ARTCC
f. 47 FTW
g. NO
h. Yes
- Houston ARTCC

i. Yes
   - Houston ARTCC
j. 1
k. 0
l. 733
   - 733
   - 0
m. 16900
n. 404.2
   - 404.2
   - 0
o. 404.2
   - 404.2
   - 0
p. Low level navigation training

Airspace Designator: IR 170

a. MTR
b. 10 nm x 188 NM x 3,000 ft
c. 39 nm
d. 8 min
e. Houston ARTCC
f. 47 FTW
g. NO
h. Yes
   - Houston ARTCC
i. Yes
   - Houston ARTCC
j. 0
k. 0
l. 394
   - 394
   - 0
m. 16900
n. 230.1
   - 230.1
   - 0
o. 230.1
   - 230.1
   - 0
p. Low level navigation training

Airspace Designator: VR 1117

a. MTR
b. 15 nm x 110 nm x 15000 ft
c. 54 nm
d. 11 min
e. Uncontrolled
f. 47 FTW
g. NO
h. NO
i. NO
j. 0
k. 0
l. 39
   - 39
   - 0
m. 16900
n. 24.4
   - 24.4
   - 0
o. 24.4
   - 24.4
   - 0
p. Low level navigation training

Airspace Designator: VR 1108

a. MTR
b. 15 nm x 129 nm x 1,500 ft
c. 156 nm
d. 31 min
e. Uncontrolled
f. 47 FTW
g. NO
h. NO
i. NO
j. 0
k. 0
l. 1031
   - 1031
   - 0
m. 16900
n. 613.3
   - 613.3
   - 0
o. 613.3

- 613.3
- 0

p. Low level navigation training

Airspace Designator: VR 1109

a. MTR
b. 15 nm x 110 nm x 1,500 ft
c. 156 nm
d. 31 min
e. Uncontrolled
f. 47 FTW
g. NO
h. NO
i. NO
j. 0
k. 0
l. 903
   - 903
   - 0
m. 16900
n. 520
   - 520
   - 0
o. 520
   - 520
   - 0
p. Low level navigation training

Airspace Designator: SR-281-284

*This is a new set of MTR's established in 1994, so previous use data is N/A. All of the routes are interconnected and have multiple transitions route exit.

a. MTR Route Structure
b. 5 nm x 100-300 nm x 1,500 ft
c. 10-100 nm
d. 2-20 min
e. Uncontrolled
f. 47 FTW
g. NO
h. NO
i. NO
j. 0

k. 0
l. 0
m. 0
n. 0
o. 0
p. Low level navigation training

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 12)

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.
c. What is the distance from the installation to the range(s) (primary target or centroid)?
d. What is the size of the range? (in acres)
- What is the size of the range's(s') impact area(s) (in acres)?
- What is the size of the restricted area in which the range lies (in square miles)?
- What is the altitude ceiling of the range's(s') restricted area(s)?

e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List
h. What is the published availability of the range(s)?
- How many hours (average per year for 1990 thru 1993) was the range(s) scheduled?
- How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)?
- Utilization (average used/average scheduled x 100 = %)
- Give reasons for non-use.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
- What are the associated FSWD/ASWS restrictions?

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
- What are the associated special weapons restrictions?

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
- What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.
- Do any of the NSAs affect or threaten the quality of training? (Explain)

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.
- Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal?
o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)?
q. Are there any planned range real property expansions? Describe.

- What is community reaction to your proposal?

ANSWER: None.

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

a. Location (city/county and state and lattitude and longitude)
b. Distance from main airfield
c. Time en route from main airfield
d. Controlling agency
e. Scheduling agency
f. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage?
   - If so who provides the coverage?
h. Is the airspace under communications coverage?
   - If so who provides the coverage?
i. Number of low level airways (below 18,000 ft) that bisect airspace
j. Number of high altitude airways (above 18,000 ft) that bisect airspace
k. Total number of sorties flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
l. Total number of available hours in FY 1990 thru 1993
m. Total number of scheduled hours in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
n. Total number of hours used
   - By your service
   - By other services (including reserves and national guard)
o. Types of training permitted

ANSWER: None within 100 NMI.

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

ANSWER: Laughlin has no ranges. There are no victor airways within 50 NM of Laughlin AFB. J138 is the only jet route within 50 miles of Laughlin, and cuts through the back edge of the Laughlin 1 MOA, and associated ATCAA, and is used by a significant amount of commercial aviation. There is no Class B airspace within 50 miles of Laughlin. The Laughlin Class C airspace is the only one within 50 miles. Airfields with instrument approaches are: Chaparrosa Ranch, Garner Airfiled, Dimmit County, Edwards County, and Four Square Ranch.

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

ANSWER: Yes, aircraft working in the ATCAA above Laughlin 1 MOA receive only occasional traffic advisory calls, because the ATCAA is divided into sub-areas. Houston Center routinely assigns Laughlin aircraft the sub-areas which are not impacted by traffic. On occasion, there are several aircraft working in the ATCAA simultaneously, requiring Houston Center to assign aircraft to sub-areas closer to known traffic. This sometimes results in traffic advisories from Houston Center.

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

ANSWER: No.

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

ANSWER: No.

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

ANSWER: No.

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

ANSWER: No.

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

ANSWER: No. Advanced fighter training requires the use of air-to-ground ranges and Laughlin AFB does not control/manage any air-to-ground ranges.

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

ANSWER: No.

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

ANSWER: No. Advanced helicopter training requires the use of low altitude-tactical-navigation-areas and Laughlin AFB does not control/manage any such areas.

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

ANSWER: No.

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

Syllabus of Training		Terrain Feature or Overwater Requirement
SUPT	P-V4A-A	None
UPT	P-V4A-B	None
ALP T-37	P-V4A-E	None
ATP T-38	P-V4A-P	None

B. Airfields

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

MAIN AIRFIELD

a. Location (city/county and state and lattitude and longitude)

ANSWER: Laughlin AFB: Del Rio, Val Verde County, Texas, 29 degrees 21.6' N 100degrees 46.6' W

b. Distance from main field:

ANSWER: N/A.

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

ANSWER: The airfield does not have more than one runway complex that can conduct independent (i.e., concurrent) flight operations.

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

ANSWER: Yes.

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

ANSWER: No.

e. Does the airfield have full-length parallel taxiways?

ANSWER: Yes, the airfield has one full-length parallel taxiway, Taxiway 7.

f. Does the airfield have high speed taxiways?

ANSWER: No.

g. Does the airfield have a crosswind runway?

ANSWER: No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?

ANSWER: N/A.

i. How much capacity is lost?

ANSWER: N/A.

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

ANSWER: N/A.

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

ANSWER: Yes.

l. Is the airfield owned by your service or leased?

ANSWER: The airfield is owned by the USAF.

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

ANSWER: The runway design features are for jet training aircraft.

AUXILLARY AIRFIELD

a. Location (city/county and state and lattitude and longitude)

ANSWER: Laughlin Auxiliary Airdrome: Spofford, Kinney County, Texas, 29 degrees 08' N 100 degrees 28' W.

b. Distance from main field:

6000 L.F Runway

ANSWER: 21.5 NM

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

ANSWER: The airfield does not have more than one runway complex that can conduct independent (i.e., concurrent) flight operations.

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

ANSWER: No.

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

ANSWER: N/A.

e. Does the airfield have full-length parallel taxiways?

ANSWER: No

f. Does the airfield have high speed taxiways?

ANSWER: No.

g. Does the airfield have a crosswind runway?

ANSWER: No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?

ANSWER: N/A.

i. How much capacity is lost?

ANSWER: N/A.

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

ANSWER: N/A.

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

ANSWER: No.

l. Is the airfield owned by your service or leased?

ANSWER: The airfeild is owned by the USAF.

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

ANSWER: The runway design features are for jet training aircraft.

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

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	492,233	21	79	0
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	215,934	83 179225	17	0
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	272,336 188270	272336 181948	= 37% 99	0
116-662	Dangerous Cargo Pad	SY	45,000	0	100	0
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	428,108	145557 34	66 14	0
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	N/A			
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	122,796	51574 42	58	0
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319	LF	3,557 554461	3557 100 200688	0 = 36	0

851	Roads (Do not include 851-142 and 851-143	SY	810,699	18	82	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	147,114	16	84	0

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
131	Communications Building	SF	3,643	0	5,864
141	Operations Building	SF	9,719	16,709	96
211	Maintenance - Aircraft	SF	59,225	189,440	9,220
217	Maintenance - Electronics and Communications Equip	SF	6,842	0	3,567
219	Maintenance - Installation, Repair, and Operation	SF	47,468	7,904	12,358
422	Ammunition Storage Installation	SF	0	1,554	0
610	Administrative Buildings	SF	57,969	58,145	18,707

9507
26524
257885
24.6%
136821
107,852

125641/149470 = 84%

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

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

Fac Type	4b	4c	4d	4e	4f	4g
610129	Msn Reqmt Change	Maint Trng	N/A	N/A	Reuse as storage	No
219943	Life Cycle	CE Ground	$5K	N/A	Renovate	No

219946	Life Cycle	Cov Storage	N/A	Haz Stor ($2K)	Haz Storage	No
219944	Nonstandard	Power Pro	See 4e.	Hsg Maint ($50K)	Renovate	No
131111	Life Cycle	Comm Maint	N/A	N/A	Demolish	No
141627	Nonstandard	Weather Shed	$25K	N/A	Replace	No
610249	Nonstandard	Acctg/Finance	$50K	N/A	Renovate	No
211154	Msn Reqmt Change	Flt Line Shacks	$5K	N/A	501 - Demo 413 - Storage	No
211154	New Mission	Flt Line Shack	N/A	N/A	Demolish	No
610811	Life Cycle	DRMO Admin	N/A	N/A	Demolish	No
211159	Life Cycle	Corrosion Ctl	N/A	N/A	Demolish	No

C. Ground Training Facilities

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

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
171815	PME CENTER (B-239)	SF	0	2,112	0
171152	LECTURE HALL (B-320)	SF	5,646	0	0
171211	FLY TNG CLASSROOM (B-320, B-316)	SF	62,674 68,320	93% 4,544	0
171212	FLT SIMULATOR (B-328)	SF	0	70,689	0
171214	PHYSL TNG (B-380) OTHER	SF	8,207	0	0
171813	SAFETY EDUCATION (B-320) OTHER	SF	1,439	0	0

TOTAL
5646
67218
72,864

9646
2112
11758
82%

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

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?

LAUGHLIN

FACILITIES CCN	ADEQUATE	SUBSTAND	INADEQUATE	TOTAL	ADEQUATE
RUNWAYS	(%)	(%)	(%)		
111	85	15		492233	418398
TAXI/APRONS	(%)	(%)	(%)		
112	83	17		215934	179225
113	10	90		272336	27234
TOTAL:					42%
UTILITIES	(%)	(%)	(%)		
812	75	25		428108	321081
822					0
832	58	42		122796	71222
842	40	60		384004	153602
843	100			3557	3557
TOTAL:					59%
OTHER					
131	3643		5864		
133					
171-51					
218	25393	1008			
219	47468	7904	12358		
610	80369	58145	18707		
723-30					
TOTAL:	156873	67057	36929	260859	60%
CLASSROOMS					
171-10					
171-20					
171-30					
171-152	5646				
171-211	62674	4544			
171-223					
171-815		2112			
TOTAL:	68320	6656	0	74976	91%
TRAINERS					
171-12					
171-35					
171-212		70689			
TOTAL:	0	70689	0	70689	0%
OTHER TNG					
141-753	8567	1680			
141	1152	15029	96		
171-25					
171-74					
171-213					
171-214	8207				
171-813	1439				
TOTAL:	19365	16709	96	36170	54%
HANGARS					
211	144504	154453	4228		
217	6842		3567		
TOTAL:	151346	154453	7795	313594	48%

d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: N/A

D. Aircraft Maintenance Facilities

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

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
T-1A		X	X	X	
T-038A		X	X	X	
T-037B		X	X	X	

E. Special Military Facilities

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

Type of Facility	Operational Mission of Facility
131115	COMM RECEIVER
131116	COMM TMTR/RCVR
134351	GLIDE SLOPE
134353	ILS LOCALIZER
134375	RAPCON
134376	RADAR
134511	VORTAC-TACAN
149962	CONTROL TOWER
149968	RSU

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

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

ANSWER: Yes, However there are some restrictions as to which runways, taxiways and ramps can be used. Because of these restrictions the following weight limitations are assigned to these aircraft.

E-3	177,000 lbs.
C-5	434,000 lbs.
KC-10	334,000 lbs.
B-747	445,000 lbs.

3. Does installation have a dedicated munitions loading pad?

ANSWER: Yes

a. If yes, are there any access limitations?

ANSWER: We have a designated munitions loading pad on an old closed runway. The pad is our hot cargo pad, which is not recommended for taxi. An aircraft must be tugged to the designated area because of questionable load bearing capacity and the surface not being well maintained. No aircraft has used the pad over the last five years.

b. What type aircraft have used your pad over the last five years?

ANSWER: No aircraft has used the pad over the last five years.

4. Is the installation located within 150NM of:
a. Ground Force Installation (active)? (If yes, give name(s)

ANSWER: Yes, Fort Sam Houston.

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

ANSWER: Yes, the nearest railroad station is six miles away in Del Rio, TX.

c. Deep water port facility? (If yes, give name(s)).

ANSWER: No. The nearest deep water facility is 375 miles away in Houston, TX.

5. Does the installation medical treatment facility routinely receive referral patients?

ANSWER: No, the 47th Medical Group is not a referral facility and does not routinely receive referral patients.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

ANSWER: Yes, there is an Aerospace Physiological Unit that supports both the flying and aircrew training mission at Laughlin AFB. The unit mobility mission was changed to deploy 79 individuals to a theater of operation to support a manpower augmentation package for one 125-bed hospital expansion unit.

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

Type of Facility	Location	Mission and Capability of Facility
3 Bay mutlicube	950	Weapons Storage Facility Max Sited NEW: (1.1) 100 lbs Max Sq Foot: 400

F. Facility Support Arrangements for Other Services

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

Activity Name / Military Service	Description of Activity Role and Degree of Support
FT SAM HOUSTON/ARMY	A2, A9, A10, B1, B6, B7, B9, B12, B14, B17, B18, B19, B20, B21, B22, B23, B24, B28, B35. (19 of 46) 41%
CORPS OF ENGINEERS/ARMY	A2, A6, A9, A10, A11, B1, B9, B13, B14, B18, B33. 11 of 46) 24%
DEFENSE PRINTING SERVICE/ NAVY	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B9, B11, B15, B18, B21, B28, B29, B32, B33. (24 of 46) 52%
JOINT TASK FORCE-6/JOINT SERVICES	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B13, B16, B21, B28, B31, B32. (18 of 46) 39%
RECRUITER/ARMY	A1, A2, A7, A8, A9, A10, A11, B5, B10, B18, B19, B23, B32. (12 of 46) 26%
RECRUITER/MARINE	A1, A2, A9, A10, A11, B7, B10, B18, B19, B23. (10 of 46) 22%
SOUTHWEST AREA DEFENSE SECTOR/AIR FORCE	B6, B12, B21, B30. (4 of 46) 9%

2. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the installation.

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
DEFENSE RE UTILIZATION AND MARKETING / FEDERAL	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B6, B9, B11, B12, B15, B16, B18, B21, B21, B29, B32, B33. (26 of 46) 57%
U.S. BORDER PATROL/FEDERAL	A6, B18, B21, B35. (4 of 46) 9%
AAFES/FEDERAL	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B11, B15, B16, B18, B21, B29, B33. (18 of 46) 39%
U.S. CUSTOMS / FEDERAL**	A2, A6, A9, B2, B6, (5 of 46) 11%
NATIONAL PARK SERVICE / FEDERAL	A2, A5, A8, A9, A10, B2, B12, B18. (9 of 46) 20%
FEDERAL AVIATION ADMINISTRATION / FEDERAL	B14. (1 of 46) 2%
DEFENSE INVESTIGATIVE SERVICE / FEDERAL**	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B6, B9, B14, B15, B18, B21, B29, B33. (20 of 46) 43%
U.S. POST OFFICE / FEDERAL*	A2, A3, A4, A5, A6, A9, A10, B9, B14, B15, B16, B18, B33. (13 of 46) 28%
INTERNATIONAL BOUNDARY AND WATER COMMISSION / INTERNATIONAL	A2, B21.(2 of 46) 4%
DEFENSE COMMISSARY AGENCY / FEDERAL	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B3, B4, B6, B7, B10, B11, B12, B15, B16, B21, B22, B23, B26, B27, B28, B29, B32, B33. (31 of 46) 67%
DEFENSE FINANCE ACCOUNTING SERVICE/FEDERAL	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B5, B6, B7, B9, B10, B15, B17, B18, B19, B21, B23, B24, B26, B28, B29, B32, B33. (29 of 46) 63%
DEFENSE FUELS SUPPLY CENTER / FEDERAL**	A2, A5, A6, A9, A10. (4 of 46) 11%
AEROSPACE GROUND EQUIPMENT LOAN AGREEMENTS / FEDERAL	A2, B1, B12, B21. (4 of 46) 9%
TETHERED AEROSTAT RADAR SYSTEM / FEDERAL	A2, B35. (2 of 46) 4%
MEMORANDUMS OF UNDERSTANDING WITH SEVERAL COLLEGES / NATIONAL	A2, A7, B2, B6, B14, B15. (6 OF 46) 13%
MEMORANDUM OF UNDERSTANDING WITH THE NATIONAL WEATHER SERVICE	PROCEDURAL SUPPORT

MEMORANDUM OF AGREEMENT WITH VHADO GRANDE AIRPORT / STATE	PROCEDURAL SUPPORT
RED CROSS / INTERNATIONAL	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B9, B14, B15, B18, B21, B22, B33. (19 of 46) 41%
* Categories converted to new categories via DoDI 4000.19 ** Support Agreement has not been signed yet	

Support Categories
(Listed in DoDI 4000.19)

Mandatory Reimbursement Support Categories

A1 Chapel and Chaplain Services	A5 Environmental Compliance	A9 Police Services
A2 Command Element (includes Public Affairs, Social Actions, etc.)	A6 Fire Protection	A10 Safety
A3 Common Use Facility Operations, Maintenance, Repair and Construction	A6 Libraries	A11 Shuttle Services
A4 Disaster Preparedness	A8 Morale and Fitness	

Optional Reimbursement Support Categories

B1 Administrative Services	B13 Explosive Ordnance	B25 Mobilization Support
B2 Audio/Visual Services	B14 Facilities and Real Properties Support	B26 Mortuary Services
B3 Automated Data Processing / Automation Services	B15 Facility Maintenance and Repair	B27 Printing and Reproduction
B4 Civilian Personnel Services	B16 Finance and Accounting	B28 Purchasing and Contracting Services
B5 Clubs	B17 Food Services	B29 Refuse Collecting and Disposal
B6 Communication Services	B18 Health Services	B30 Resource Management
B7 Community Support Services	B19 Housing and Lodging Services	B31 Training Services
B8 Confinement and Detention Centers	B20 Information Services	B32 Transportation Services
B9 Custodial Services	B21 Installation Retail Supply and Storage Operations	B33 Utilities
B10 Education Services	B22 Laundry and Dry Cleaning	B34 Weather Services
B11 Engineering Support	B23 Legal Services	B35 Other Support
B12 Equipment Operation, Maintenance and Repair	B24 Military Personnel Support	

Non-Reimbursement Support Categories

C1 Commissary Services	C3 Dependent Schools	C5 Museums
C2 Community Relations	C4 Exchange Services	C6 Retired Affairs

G. Proximity to Operational Mission Areas

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

ANSWER: Yes, the location of Laughlin AFB has strategic value. Airspace and land surrounding Laughlin AFB are virtually unencumbered. There are no major airports within a 100 NM and only one Jet route (J 138) cuts through our T-38 MOA with occassional impact on our mission. The land surrounding Laughlin AFB is rural open ranch land making it adaptable to changes in mission. Additionally, the topography surrounding Laughlin is very accommodating in that it is gently rolling. Environmental

considerations affecting expansion or a mission change are minimal. There is an abundant fresh water supply available to fill almost any base requirement. The geographical location of being on the southern border and central U.S. provides equal access to either coast of the U.S.

H. Proximity to Training Areas

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

ANSWER: Yes, the ISSA is currently in place with Joint Task Force Six (JTF-6) to use portions of the base for training JTF-6 personnel.

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

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

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

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

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

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

I. Proximity to Other Support Facilities

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

Airfield Name	Major Use / Capability	Location / Distance
Del Rio Intl	Instrument approaches (RW 5100')	8 miles
Edwards Cty	Instrument approaches (4050')	46 miles

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

ANSWER: None.

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: None

J. Unique features

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

ANSWER: None.

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

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

ANSWER: No.

A. Air Quality

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

ANSWER: Laughlin AFB is located in the Val Verde County/area of the Metropolitan San Antonio Intrastate Air Quality Control Region.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts?

ANSWER: No.

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

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)?

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

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

ANSWER: No. → YES/YES

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base?

ANSWER: No. → YES

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc.

ANSWER: No. → YES

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

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer?

ANSWER: No.

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

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation?

ANSWER: No. = yes

B. Encroachment

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

ANSWER: No.

2. Have there been any ATC delays (15 minutes or greater) between initial takeoff request and actual takeoff during the past three years as a result of civilian traffic?

ANSWER: No.

If so, please complete the following table.

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	*0	*0	*0
1992	*0	*0	*0
1993	0	0	0

* No data is available

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	None
1992	None
1993	None

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

ANSWER: Yes.

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

ANSWER: There have been no modifications to the AICUZ study based on community inputs.

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

ANSWER: Del Rio enacted an Airport Zoning Ordinance in accordance with Texas law to protect Laughlin from encroachment. No negative impacts on flying hours are foreseen as the result of this ordinance. No litigation has resulted from this ordinance (Source: Carlos Martinez Ass't City Manager).

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

ANSWER: No.

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

ANSWER: The land immediately adjacent to the base is in Val Verde County, a very rural county with a population density of approximately 3 people per square mile. Because of this, the county does not have a need for land use planning. The City does have a plan for some of the drainage districts located towards the base.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents?

ANSWER: Yes, none of the complaints were for aircraft operating out of Laughlin AFB.

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

ANSWER: Less than one per month.

c. Has the installation implemented noise abatement procedures?

ANSWER: Yes.

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

ANSWER: Flying over Del Rio below 3000' MSL and below 2100' MSL over base housing are prohibited.

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

a. Instructions:

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

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

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

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

(5) What is the percent current off-base incompatible land use:
(a) Within the Clear Zone (CZ) at each end of each active runway?

ANSWER: 0%, however, North clear zone has a hiway (non interstate and a single railroad track with a passing siding.

(b) Within Accident Potential Zone (APZ) I at each end of each active runway?
(c) Within APZ II at each end of each active runway?
(d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
(e) Between the 65 Ldn and 75 Ldn noise contours?
(f) Between the 75 Ldn and 80 Ldn noise contours (if available)?

(g) Within the 80 Ldn noise contour and above (if available)?

ANSWER: (b)-(g) cannot be accurately answered at this time because the last published AICUZ does not reflect the operation of the T-1A trainer. The release of the T-1A AICUZ was put on hold in late 1993 due to a change in operating criteria, and scheduled to be released in late FY 94.

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

Zones	Rwy No.	Est Pop	Acres	% Incompatible L-U
CZ	13 C,L,R	0	278	0
APZ I	13 C,L,R	1	520	0
APZ II	13 C,L,R	0	702	0

Zones	Rwy No.	Est Pop	Acres	% Incompatible L-U
CZ	31 C,L,R	0	324	0
APZ I	31 C,L,R	17	531	0
APZ II	31 C,L,R	19	703	0

NOTE: North clear zone has a highway (non-interstate) and a single railroad track with a passing siding.

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

DNL	Est Pop	Acres	% Incompatible L-U
60-65	416	16,203	0
65-75	681	12,265	1
75-80	0		0
80+	0		0

NOTE: These questions cannot be accurately answered at this time because the last published AICUZ does not reflect the operation of the T-1A. The release of the T-1A AICUZ was put on hold in late 1993 because of a change in operating criteria. The revised AICUZ is scheduled to be released in late FY94 or early FY 95. At that time it will be possible to accurately answer these questions.

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

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

ANSWER: No Effects.

b. How are local land use plans expected to impact the AICUZ footprints?

ANSWER: No Impacts.

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

ANSWER: The data collection effort for the Laughlin AFB AICUZ is scheduled for early summer 94 with a target completion of the study in Sep 94.

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

(1) AICUZ recommended height restrictions.

ANSWER: City, zoning.

(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.

ANSWER: Laughlin has a permanent easement for APZ-1.

(3) AICUZ recommended development limits for APZ II.

ANSWER: City, zoning.

(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if

available).

ANSWER: City, zoning.

(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.

ANSWER: City, zoning.

(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).

ANSWER: City zoning.

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

ANSWER: City, zoning.

(8) Are real estate disclosure statements required by local communities?

ANSWER: Yes, part of airport zoning for Laughlin.

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

ANSWER: No significant development has been announced nor is any anticipated at this time.

f. Has all clear zone acquisition been completed?

ANSWER: Yes.

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

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

ANSWER: Yes.

C. Ability for Expansion

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

ANSWER: Yes.

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

ANSWER: Generally available.

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

Type of facility or Capability	On Installation Capacity	Off installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	6,813,240	6,992,000	4,095,243	4,126,790
Water (GPD)	N/A	2,400,000	1,771,793	3,712,000
Sewage (GPD)	1,000,000	N/A	372,902	734,000
Natural Gas (CFH)	44,378	50,000	17,485	19,465
Short Term Parking				
High Temp. Water/ Steam Generation/ Distribution	N/A	N/A	N/A	N/A

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

ANSWER: Yes. Our electric service contract for Spofford Auxiliary Field is our only utility contract with a "take or pay" clause due to a connection charge or Demand Side Mangement initiative; this contract has a connection charge clause with a credit balance of $20,353 as of 31 Jan 94. None of our natural gas is purchased through the Defense Fuel Supply Center (DFSC) central office because firm gas prices have remained competitive. In FY93 the average unit cost for natural gas was $2.91 per MCF. Our electric power is purchased from sources other than the Federal Power Marketing Administrations (WAPA, BPA, SWPA, SEPA). We have an impressed current system on our steel water storage resevoir and steel water towers and cathodic protection on existing gas mains. The water mains are constructed of plastic, asbestos cement, and cast iron; no protection is provided for the cast iron piping. The natural gas distribution system is currently being upgraded to a polyethylene piping; the new system will not have cathodic protection.

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

Site Location: Laughlin AFB

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational				888*
Training				888
Research & Development				888
Supply and Storage				888
Admin				888
Housing				888
Recreational				888

*NOTE: Laughlin has 888 acres of unrestricted land available for development

6. Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

ANSWER: No encroachment,strong community support, land on base (888 acres) for development without restrictions, excellent flying weather, no commercial intrusions into airspace, low population densities in surrounding area, low commerical growth potential, land available for acquistion if needed, low cost (10 cents per 1000 gal) treated water, plentiful water supply.

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing?

ANSWER: No. As of 12 May 1994, there is no mandatory assignment to Military Family Housing.

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

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate/ Permanent	Number Substandard/ Semi-Permanent	Number Inadequate/ Temporary
Officer	4+	12	12		
Officer	3	196	196		
Officer	1 or 2	44	44		
Enlisted	4+	48	48		
Enlisted	3	180	180		
Enlisted	1 or 2	120	120		
Mobile Homes					
Mobile Home lots		54	54		

654 100%

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

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: No inadequate/temporary facilities identified.

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List	Average Wait
O-6/7/8/9	1		
	2		
	3		
	4+		1 MO.
O-4/5	1		
	2		
	3	6	8 MO.
	4+	3	12 MO.
O-1/2/3/CWO	1		
	2	41	5 MO.
	3	17	8 MO.
	4+	4	12 MO.
E7-E9	1		
	2		
	3	5	4 MO.
	4+	3	4 MO.
E1-E6	1		
	2	30	6 MO.
	3	10	6 MO.
	4+	11	4 MO.

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

ANSWER: 100% of housing units have all required amenities.

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

Type of Quarters	Utilization Rate
Adequate/Permanent	99.4%
Substandard/Semi-Permanent	
Inadequate/Temporary	

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

ANSWER: No, there continues to be a high demand for military family housing. Waiting lists are stagnated because of wholehouse renovation.

(b) BEQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	62%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

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

ANSWER: Yes. Bldg 255 is rated as "single occupancy" whereas Bldg 256 was rated as "double occupancy". With the departure of flightline maintenance personnel in 1989-1990, demand for BEQ space decreased dramatically. In keeping with the quality of life issues, action was taken to change Bldg 256 to single occupancy. At the present time, the occupancy rate is 91%.

(c) BOQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	62%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

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

ANSWER: Yes. Student pilots/navigators are mandatorily assigned to BOQs. Permanent party personnel may occupy a room on a volunteer basis. Class numbers have decreased;

however, future plans include training of student/banked pilots from other DOD components.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

ANSWER: Yes.

Units Under Renovation or Construction				
Type Unit (Family Housing BOQ/BEQ)	Total Number	Size (Appropriate Measure)*	Capacity (Appropriate Measure)	Availability Date
FAMILY HSG	14	2	14	FY95
FAMILY HSG	49	3	49	FY95

* The size column refers to number of bedrooms per family housing units.

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

ANSWER: There are no plans to construct military family housing or BOQ/BEQ units.

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

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	5	Y
	Outdoor Bays	14	Y
Arts/Crafts	SF	2000	Y
Wood Hobby	SF	2880	Y
Bowling	Lanes	10	Y
Enlisted Club	SF	10186	Y
Officer's Club	SF	16484	Y
Library	SF	7200	N/A
Library	Books	18000	N/A
Theater	Seats	340	N
ITT	SF	80	Y
Museum/Memorial	SF	N/A	N/A
Pool (indoor)	Lanes	N/A	N/A
Pool (outdoor)	Lanes	28	N/A
Beach	LF	N/A	N/A
Lake (22 Miles)	Each	1	N/A
Tennis CT	Each	6	N/A

86.67%

Volleyball CT (outdoor)	Each	4	N/A
Basketball CT (outdoor)	Each	6	N/A
Racquetball CT (Indoor(I)/Outdoor(O)	Each	4 (I)	N/A
Squash CT	Each	N/A	N/A
Golf Course	Holes	9	Y
Driving Range	Tee Boxes	10	Y
Gymnasium (Includes Fitness Center)	SF	28,000	N/A
Fitness Center	SF	See Above	-----
Marina (22 Miles)	Berths	51	Y
Stables	Stalls	14	Y
Rod and Gun Club/Range	Each	2	Y
Softball Fld	Each	3	N/A
Soccer/Football Fld	Each	1	N/A
Soccer Fld	Each	See Above	-----
Youth Center	SF	5,473	N/A

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

ANSWER: Yes. The Laughlin AFB Library is part of a Regional Interlibrary Loan Program.

4. Installation Family Support Facilities and Programs

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

Age Category	Capacity (Children)	SF			# of PN on Wait List	Avg Wait (Days)
		Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary		
0-6 Mos	N/A	N/A	N/A	N/A	N/A	N/A
6 Mos-1Yr	10	400	N/A	N/A	4	150
1Yr-5 Yrs	86	2,930	N/A	N/A	2	150

600
300
900
6
150

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

- Facility Type/Code:
- What makes it inadequate/temporary?
- What use is being made of the facility?
- What is the cost to upgrade the facility to substandard/semi-permanent?

- What other use could be made of the facility and at what cost?
- Current improvement plans and programmed funding:
- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: N/A. All facilities are considered adequate/permanent.

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

ANSWER: There are no other programs or facilities available to accommodate current waiting list.

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs).

ANSWER: No. There are no other military installations within 30 miles of Laughlin AFB.

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

Service	Unit of Measure	Qty
Exchange	SF	37,765
Gas Station	SF	2,398
Auto Repair	SF See Gas Station	1
Auto Parts Store	SF See Gas Station	1
Commissary	SF	35,266
Mini-Mart	SF See Exchange	1
Package Store	SF See Exchange	1
Fast Food Restaurants	Each	2
Bank/Credit Union	Each	2
Family Service Center	SF	4,370
Laundromat	SF	N/A
Dry Cleaners	Each	1
Alcohol Rehabilitation Center	PN	N/A
Chapel	PN	350
FSC Classroom/Auditorium	PN	25

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

City	Distance (Miles)
San Antonio, TX	149
San Angelo, TX	163
Laredo, TX	179

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	0	0
E2	0	0
E3	0	0
E4	0	0
E5	0	0
E6	10.50	7.15
E7	34.44	23.92
E8	57.02	43.10
E9	67.81	51.48
W1	0	0
W2	0	0
W3	0	0
W4	0	0
O1E	0	0
O2E	0	0
O3E	0	0
O1	0	0
O2	0	0
O3	0	0
O4	0	0
O5	0	0
O6	0	0
O7	0	0

CLOSE HOLD

NAS MERIDIAN MS
UIC: 63043

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

DATA CALL 19

4 May, 1994

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

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

CLOSE HOLD

NC

Data For Capacity Analysis

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: NAS MERIDIAN MS

Type of Pilot Training by Syllabus * (EXAMPLES)		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Strike	USN	83/7/72	125/7/108	154/7/133	204/7/177	213/7/185	185/7/160	137/7/119	118/7/102
Inter mediate	USMC	53/7/46	86/7/74	87/7/75	104/7/90	109/7/95	100/7/86	74/7/64	56/7/48
VT-19 T-2	FMS	30/7/26	30/7/26	30/7/26	30/7/26	30/7/26	30/7/26	30/7/26	30/7/26
	TOTAL	151/7/144	241/7/208	271/7/234	338/7/293	352/7/306	315/7/272	241/7/209	204/7/176
Strike	USN	77/5/65	90/5/76	53/5/45	46/5/39	43/5/36	43/5/36	45/5/38	61/5/51
Advanced	USMC	52/5/44	62/5/52	41/5/34	20/5/16	13/5/11	13/5/11	23/5/19	30/5/25
VT-7	FMS	30/5/25	30/5/25	30/5/25	30/5/25	30/5/25	30/5/25	30/5/25	30/5/25
TA-4J	TOTAL	159/5/134	182/5/153	124/5/104	96/5/80	86/5/72	86/5/72	98/5/82	121/5/101

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

Mission requirements (cont.)

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

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

Airfield: NO NFO TRAINING AT NAS MERIDIAN

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

Mission requirements (cont.)

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

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

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

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

CLOSE HOLD

Mission Requirements (cont.)

Undergraduate Flight Training Throughput/Graduates (cont.)

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

NO NFO TRAINING AT NAS MERIDIAN

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

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

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

✓ CNATRA NS

CLOSE HOLD

Mission Requirements (cont.)

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

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

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

NOTES:

1. TPS/FLEET REFRESHER TOTALS PROVIDED BY CNATRA N5.
2. IUT NUMBERS ARE PROJECTIONS OF TA-4/T-2/T-45 INSTRUCTORS NEEDED TO MEET PROJECTED PTR.
3. FOR ADSL SEE MISSION REQUIREMENTS A.1.

Use the following formula to calculate ADSL:

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

CLOSE HOLD

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

MERIDIAN INCLUDES ALL THE COURSES LISTED BELOW WITH THE TOTAL AT THE [illegible]OM.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
NTTC MER:										
YN "A"	909	1068	1046	1094	1104	1104	1104	1104	1104	124
YN "A" SUB	47	90	90	90	81	81	81	81	81	6
YN "C"	20	22	22	22	22	22	22	22	22	5
PN "A"	437	475	643	640	647	647	647	647	647	59
AZ "A"	387	546	553	~~553~~ 528*	~~595~~ 507*	~~595~~ 598*	~~595~~ 529*	~~595~~ 527*	595	56
RP "A"	102	200	135	145	150	150	150	150	150	13
RP "F"	22	98	98	98	98	98	98	98	98	3
[illegible]K "A"	597	609	554	709	704	704	704	704	704	96
[illegible]K "A" [illegible]	44	100	100	90	81	81	81	81	81	[illegible]
[illegible]A"	510	351	508	500	490	490	490	490	490	41
[illegible]K "A"	344	540	349	~~347~~ 362*	~~346~~ 390*	~~346~~ 418*	~~346~~ 450*	~~346~~ 489*	346	58
DK "A"	185	225	225	222	218	218	218	218	218	27
MARMAK-C1	298	353	308	192	193	193	193	193	193	62
MARAOCS	179	163	152	131	132	132	132	132	132	30
MARALCO	19	35	41	31	31	31	31	31	31	3
MARMAK C7	12	77	77	79	79	79	79	79	79	2
TOTAL:	4112	4460	4901	4943	4971	4971	4971	4971	4971	592

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

Use the following formula to calculate ADSL:

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

CLOSE HOLD

Mission Requirements (cont.)

3. Flight Training

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

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

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

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA/ATCAA NOTE 1	51	.9 HR	15	WA	20 X 20	45.9 NOTE 7
PAT NOTE 2	69	.76 HR	NA	NA	NOTE 6	NA
AW NOTE 3	10	1.6 HR	NA	ATCAA	NA	16
~~ATCAA NOTE 4~~	~~12~~	~~1.4 HR~~	~~NA~~	~~NA~~	~~NA~~	~~16.8~~
OWA NOTE 5	1	NOTE 5 1.8 HR	NA	WA	NA	
OWAW						
WA						
AA						
RA						
RR						
MTR						

2 CNATRA A RCUISI 5/12

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

NOTES:

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

2 CNATRA N3 RCUISI 5/1

CLOSE HOLD

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

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

2/ CNATRA REVIS 5/1

Key to types of airspace:

MO[illegible] – Military Operating Areas
WA -- Warning Areas
A[illegible] [illegible]lert Areas
[illegible] [illegible]tricted Areas
A[illegible] – Air Traffic Control Assigned Airspace
OWAW – Overwater Airways
RR – Restricted Areas with Ranges
MTR – Military Training Routes
AW– Airways (e.g. corridors to and from training areas)
PAT – Pattern (e.g. airspace above runways)
OWA – Overwater Airspace
CLG – Uncontrolled Airspace

NOTE:

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

CLOSE HOLD

Mission Requirements (cont.)

Flight Training (cont.)

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

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

2 CNATRA REVISE 5/12

NOTE: DAY/NIGHT DATA IS NOT COLLECTED FOR OVERHEAD FLIGHTS. ABOVE ESTIMATE BASED ON 10 DAY FLIGHTS FOR PMCF FLIGHTS AND 80% DAY/20% NIGHT FOR ALL OTHER OVERHEAD FLIGHTS.

2 CNATRA N3

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

CROSSWIND LIMITS:

INTERMEDIATE STRIKE - T-2:

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

ADVANCED STRIKE - TA-4J:

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

WEATHER MINIMUM BY PHASE/STAGE:

INTERMEDIATE STRIKE - T-2

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

*[illegible]dent solos shall maintain VMC at all times.

ADVANCED STRIKE - TA-4J

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

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

CLOSE HOLD

Q Flight Training Ground School

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

(a) PILOT

CCN: 171-10 - Academic Instruction Building

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

CCN: 171-20 - Applied Instruction Building

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

CCN: 171-35 - Operational Trainer Facility

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

R

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

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

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

CLOSE HOLD

CCN: 171-35 - Operational Trainer Facility

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

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

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

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

CLOSE HOLD

C[illegible]N: 179-35 - Target Range Observation Towers

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

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

NO CONSTRAINTS OR LIMITATIONS.

D. Other Ground Training

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

CCN: NA

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

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

CCN: 171-10 - Academic Instruction Building

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

CCN: 171-20 - Applied Instruction Building

Type of ...ining Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
...Supply ..., Building ... #350	Naval Technical Training Center	A1, C1, F1, M1, M3	2,188	647,328	2,191	634,352
NTTC Admin Schools Building #361	Naval Technical Training Center	A1, C1, F1, M1, M3	1,936	532,944	2,616	712,691

CLOSE HOLD

Mission Requirements (cont.)

E. Training Airframes

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

Base: NAS MERIDIAN

AIRCRAFT USED FOR TRAINING

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

AIRCRAFT NOT USED FOR TRAINING

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

CLOSE HOLD

Mission Requirements (cont.)

E. Training Airframes (cont.)

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

AIRCRAFT TYPE: T-2

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

2 CNATRA NJ 5-12-94

CNATRA NJ REVISION 5/12/94

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

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

NOTE 3: AIRCRAFT NOT SCHEDULED TO RECEIVE GPS.

AIRCRAFT TYPE: TA-4J

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

2 CNATRA NJ 5-12-94

CNATRA NJ REVISION 5/12/94

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

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

NOTE 3: AIRCRAFT NOT SCHEDULED TO RECEIVE GPS.

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

NONE CONSTRAINTS OR LIMITATIONS.

Facilities

A. Airfield

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

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

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

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

Ownership: NAVY

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

OLF Name: OLF JOE WILLIAMS FIELD (BRAVO)

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

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

Ownership: NAVY

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

CLOSE HOLD

'd Name: OLF GUNSHY (USAF)

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

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

Ownership: AIR FORCE

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

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

Airfield Name: ~~KEY FIELD~~

2
CNATRA N3

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

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

Ownership: CITY OF MERIDIAN

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

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

TYPE AIRCRAFT: T-2

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

TYPE AIRCRAFT: TA-4

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

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

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

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

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

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

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

CNATRA N6 REVISION 5/12/94

Facilities (cont.)

A Airfield (cont.)

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

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

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

2
SNATM N3

CLOSE HOLD

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

NAS MERIDIAN

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

OLF JOE WILLIAMS FIELD

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

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

OLF GUNSHY (USAF)

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

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

~~KEY FIELD~~

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

2

CLOSE HOLD

Facilities (cont.)

A. Airfield (cont.)

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

NAS MERIDIAN, MCCAIN FIELD

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

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

OLF JOE WILLIAMS FIELD:

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

WC

CLOSE HOLD

Facilities (cont.)

A. Airfield (cont.)

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

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

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

NOTE: BASED ON ATSS DATA.

ft Type: TA-4J Undergraduate Training: Yes

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

NOTE: BASED ON ATSS DATA.

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

CLOSE HOLD

ist the major factors in the "other" category in the above table.

N ~~FOR ALL FOUR FIELDS.~~ CHANGE N3

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

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

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

c. Percentage of time WX at or above 500/1? ~~95.0%~~ ~~95.9%~~ 95.0%

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

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

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

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

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

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

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

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

Facilities (cont.)

A. Airfield (cont.)

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

Runway Complex Name: MCCAIN FIELD, NAS MERIDIAN

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

Runway Complex Name: OLF JOE WILLIAMS FIELD (BRAVO)

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

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

FACILITIES

a. Airfield (cont)

9.

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)

NAS MERIDIAN

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

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

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

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

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

ANNUAL DAYLIGHT SERVICE VOLUME
(ASV.WK1)

OLF JOE WILLIAMS FIELD

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

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

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

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

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

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

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

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

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

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

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

Facilities (cont.)

A Airfield (cont.)

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

Data for MCCAIN FIELD, NAS MERIDIAN

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

Data for OLF JOE WILLIAMS FIELD

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

NOTE: DATA PROVIDED BY CNATRA N334.

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

Facilities (cont.)

A. Airfield (cont.)

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

CONSTRAINTS KNOWN AT ANY FIELD.

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

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

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

NOTE:

1. Data based on use of all daylight hours.

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

*** Data provided by CNATRA N334.**

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

ADDED PARAGRAPH

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

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

Facilities (cont.)

A Airfield (cont.)

[redacted] iscuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

NO CONSTRAINTS KNOWN AT ANY FIELD.

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

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

	MAXIMUM CAPACITY		CURRENT CAPACITY
	T-2/TA-4J:	T-45	T-2/TA-4J
Annual Work Days	237	237	237
NASMER Op Hr/Day	12.1	12.1 NOTE 1	12.1 NOTE 1
OLF Op Hr/Day	11.6	11.6 NOTE 1	11.6 NOTE 1
NAS Annual Hrs	2867.7	2867.7	2867.7
O[illegible] Annual Hrs	2749.2	2749.2	2749.2
[illegible]s/Hr	81 *	81 *	60.3
[redacted]s/Hr	53 *	53 *	17.6
NAS Ops/Yr	232283	232283	173085 NOTE 2
OLF Ops/Yr	145707	145707	48644 NOTE 2
Total Ops/Yr	377990	377990	221729
Ops/PTR	1598 *	1452 *	
PTR Capacity	236	260 ~~xx~~ Due to weather factor, seasonal cancellation rates, CNATRA does not support a T-45 PTR higher than 250. CNATRA 03	

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

* Data provided by CNATRA N334.

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

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

CLOSE HOLD

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

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

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

NONE FOR ALL FIELDS.

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

NAS MERIDIAN

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

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

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

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

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

ERIDIAN'S CAPACITY TO PRODUCE PTR IS LIMITED BY RUNWAYS. THERE IS PP XIMATELY TWICE THE RUNWAY PTR CAPACITY AVAILABLE IN AIRSPACE AND ARGET AVAILABILITY. THE ONLY WAY TO SIGNIFICANTLY INCREASE CAPACITY OULD BE TO BUILD ADDITIONAL OLFS OR SIGNIFICANTLY INCREASE OPERATING OURS (TO INCLUDE WEEKENDS). REQUIREMENT FOR PTR THE LAST FIVE YEARS HAS ASKED THE NAVAL AIR STATION AT ONLY APPROXIMATELY 50% - 60%. (REAL) LIGHT OPERATIONS COULD BE INCREASED BY ASSIGNING NEAR CAPACITY PTR AND SSOCIATED RESOURCES.

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

ONE FOR ALL FIELDS.

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

NAS MERIDIAN

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

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

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

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

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

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

CLOSE HOLD

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

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

Facilities (cont.)

A. Airfield (cont.)

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

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

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

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

CLOSE HOLD

1a. In the table below list the available NAVAIDS with published approaches that support the main airfield or OLFs. Note any additions/upgrades to be added between now and FY 1997.

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

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

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

C[illegible] GUNSHY: NO NAVAIDS AVAILABLE.

Facilities (cont.)

A Airfield (cont.)

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

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

: DATA NOT AVAILABLE FOR OLF GUNSHY AND KEY FIELD.

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

NONE.

Facilities (cont.)

B. Airspace

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

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

* T-2, A-4 TOTAL

CAMATRA NS

Key to types of airspace:

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

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

.N LIMITATIONS.

Facilities (cont.)

B. Airspace (cont.)

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

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

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

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

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

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

d. What is the distance en route?

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

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

M ²IDIAN ONE WEST

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

(b) RADAR COVERAGE? YES/MEMPHIS CENTER
(c) NAVY OWNED LAND? SEARAY TARGET RANGE & OLF J. WILLIAMS FIELD
(d) DISTANCE/TIME EN ROUTE: 10 NM/0.1 HR
(e) ENVIRONMENTAL LIMITATIONS: NONE
(f) ENCROACHMENT: NONE

MERIDIAN ONE EAST

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

(b) RADAR COVERAGE? YES/MEMPHIS CENTER
(c) NAVY OWNED LAND? NO
(d) DISTANCE/TIME EN ROUTE: 23 NM/0.1 HR
(e) ENVIRONMENTAL LIMITATIONS: NONE
(f) ENCROACHMENT: NONE

P. .EHILL EAST

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

(b) RADAR COVERAGE? YES/ATLANTA CENTER
(c) NAVY OWNED LAND? NO
(d) DISTANCE/TIME EN ROUTE: 23 NM/0.1 HR
(e) ENVIRONMENTAL LIMITATIONS: NONE
(f) ENCROACHMENT: NONE

PINEHILL WEST

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

(b) RADAR COVERAGE? YES/ATLANTA CENTER
(c) NAVY OWNED LAND? NO
(d) DISTANCE/TIME EN ROUTE: 23 NM/0.1 HR
(e) ENVIRONMENTAL LIMITATIONS: NONE
(f) ENCROACHMENT: NONE

R...J4 A, B, & C (SEARAY TARGET RANGE)

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

(b) RADAR COVERAGE? YES/MEMPHIS CENTER
(c) NAVY OWNED LAND? YES. 653.67 ACRES NAVY OWNED/2235.23 ACRES UNDER EASEMENT TO NAVY.
(d) DISTANCE/TIME EN ROUTE: 25 NM/0.2 HR
(e) ENVIRONMENTAL LIMITATIONS: NONE
(RED COCKCADED WOODPECKER COLONY IS LOCATED 1 MILE FROM TARGET BOUNDARY. THIS COLONY DOES NOT ENVIRONMENTALLY CONTRAIN OPERATIONS. REF: ENVIRONMENTAL ASSESSMENT FOR MODIFICATION TRAINING AT SEARAY TARGET RANGE, MAY 93.)
(f) ENCROACHMENT: NONE.

030/1031/1032/1033, IR-044

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

(b) RADAR COVERAGE? YES/MEMPHIS CENTER
(c) NAVY OWNED LAND? NO
(d) DISTANCE/TIME EN ROUTE: VARIES ON ROUTE/0.2 TO 0.5 HOURS
(e) ENVIRONMENTAL LIMITATIONS: NONE
(f) ENCROACHMENT: NONE

BIRMINGHAM

(a) TYPE: MILITARY OPERATING AREA (MOA/ATCAA)
LOCATION: WEST CENTRAL ALABAMA
SIZE: 32 NM X 47 NM X 17500' (1504 SQ MI)
AVAILABLE TIMES: 0700 TO 1030, 1130 TO 1400, 1530 TO 2300
CONTROLLING AGENCY: ATLANTA ARTCC
SCHEDULING ACTIVITY: 116TH TFW, B'HAM ANG, MONTGOMERY, AL
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA

(b) RADAR COVERAGE? YES/ATLANTA CENTER
(c) NAVY OWNED LAND? NO
(d) DISTANCE/TIME EN ROUTE: 30 NM/0.2 HR
(e) ENVIRONMENTAL LIMITATIONS: NONE
(f) ENCROACHMENT: NONE

COLUMBUS 1/3

(a) TYPE: MILITARY OPERATING AREA (MOA/ATCAA)
LOCATION: NORTH CENTRAL MISSISSIPPI
SIZE: 120 NM X 48 NM X 15000' (5760 SQ MI) 8000 - FL 230
AVAILABLE TIMES: 0700-1700 MON-FRI
SCHEDULING ACTIVITY: 14FTW, COLUMBUS AFB, MS
CONTROLLING AGENCY: MEMPHIS ARTCC
SCORING/RECORDING: NA
PROXIMITY TO ATA: NA

(b) RADAR COVERAGE? YES/MEMPHIS CENTER
(c) NAVY OWNED LAND? NO
(d) DISTANCE/TIME EN ROUTE: 63 NM/0.3 HR
(e) ENVIRONMENTAL LIMITATIONS: NONE
(f) ENCROACHMENT: NONE

R '01 A, B, C - CAMP SHELBY TARGET RANGE

NOTE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

TYPE: RESTRICTED AREA
LOCATION: 88 NM SOUTH OF NAS MERIDIAN
SIZE: 12 NM X 8.5 NM
A: SURFACE TO 4000' MSL
B: 4000' MSL TO 18,000' MSL
C: 18,000' MSL TO 29,000 MSL
AVAILABLE TIMES: 24 HRS/DAY WITH 24 HR PRIOR NOTICE AND BY NOTAM. 2 HR NOTICE IS ACCEPTABLE IF NO PREVIOUS SCHEDULING.
SCHEDULING ACTIVITY: MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRAINING CENTER
CONTROLLING AGENCY: HOUSTON ARTCC
SCORING/RECORDING: ELECTRO-OPTICAL
PROXIMITY TO ATA: HAGLER AAF LOCATED JUST OUTSIDE NORTH WEST CORNER OF R-4401

(b) RADAR COVERAGE? YES/HOUSTON CENTER
(c) NAVY OWNED LAND? NO. OWNED BY MS ANG.
(d) DISTANCE/TIME EN ROUTE: 88 NM/0.6 HR
(e) ENVIRONMENTAL LIMITATIONS: NONE
(f) ENCROACHMENT: NONE

(g) In the event that it became necessary to increase base loading at your installation, does the airspace overlying and djacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase. rov' ' the basis/calculations for these estimates.

'es. airspace available for training use by CTW-1 units would allow a 240% increase in Advanced Strike and 170% increase ediate Strike over the FY 95 PTR of 182 Advanced Strike and 241 Intermediate Strike.

SSUMPTIONS:
37 flying days per year
% cancellation rate for weather
-4 (.905) T-2 (.907) overhead factor for IUT/PMCF
-4 (.93) T-2 (.95) attrition factor
. hrs daytime training available during summer months
) hrs daytime training available during winter months

lculations are based on the following formula:
237 flying days x (wx cancellation factor) = annual VFR flyable days
annual flyable days - 1/2 = number of days summer or winter
number of days summer or winter x summer hrs (12) and winter hrs (10) = available MOA day hrs (summer and winter) per year. Available MOA hrs may ry if the airspace is not available for use during all daylight hrs.
available MOA hrs annually multiplied by x's (student sorties) per hr = annual number of X's (student sorties) possible in specific airspace
annual number of MOA X's divided by number of X's in stage = PTR capacity
PTR multiplied by overhead factors = airspace PTR capacity

eridian 1 West MOA
237 flyable days x 82% = 194
194 ÷ 2 = 97 summer days/97 winter days
97 summer days x 12 hrs/day = 1164 hrs
97 winter days x 10 hrs/day = 970 hrs
total = 2134 hrs annually

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-4
2134 hrs x 3X/hr = 6402 total X's
6402 - 20 (X's in FORM, FAM, BI, OCF, TACF) = 320 total PTR capacity
320 x .905 (overhead factors) (.93 attrition) = 269 airspace PTR capacity
2134 hrs x 2X/hr = 4268
268 ÷ 13 (ACM stage) = 328
8 X (.905) (.93) = 276 PTR

CWATRA ND

2
2134 hr x 8X/hr = 17072 total X's
17072 ÷ 41 = 416
416 x (.907) (.95) = 358 PTR

CWATRA ND
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RMINGHAM MOA
237 x .82 = 194
194 ÷ 2 = 97
97 x 6 (average number summer hours available/day) = 582
97 x 6 (average number winter hours available/day) = 582
total = 1164

CWATRA ND

4
64 x 1 = 1164
64 ÷ 20 = 58
x (.905) (.93) = 49

CWATRA ND
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T-2
1164 X 2 = 2328
2328 ÷ 41 (FORM/FAM/BI/OCF) = 56
56 X (.907) (.95) = 48
1164 x 2.5 = 2910
2910 ÷ 8 (GUN stage) = 363
363 x (.907) (.95) = 313

CWATRA ND
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CLOSE HOLD

PINEHILL MOA
237 x 82 = 194
19[illegible] [illegible]0 = 97
9[illegible] = 582
T[illegible] = 1164

[redacted]

	T-2
1164 x 2 = 2328	1164 x 1 = 1164
2328 ÷ 20 = 116	1164 ÷ 8 (GUN stage) = 145
116 x (.905) (.93) = 98	145 x (.907) (.95) = 124
1164 x 2 = 2328	
2328 + 13 (ACM stage) = 179	
179 x (.905) (.93) = 150	
TOTAL	

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	A-4	T-2
MERIDIAN I W MOA		
FAM/FORM/BI/OCF	269	358
ACM	276	
BIRMINGHAM		
FAM/FORM/BI/OCF	49	48
ACM	—	—
GUNS	—	313
PINEHILL		
FAM/FORM/BI/OCF	98	—
ACM	150	—
GUNS	—	124
FAM/FORM/BI/OCF	416	406
ACM	~~47~~ 426	—
GUNS	—	437
AVERAGE PTR CAPACITY	443	421

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NUMBER OF MOA EVENTS

STAGE	T-2 TOTAL (DAY/NT)	TA-4J TOTAL DAY/NT)
[illegible]	16 (16/0)	8 (8/0)
[illegible]	3 (0/3)	2 (2/0)
[illegible]	- (X-C)	- (X-C)
OCF	2 (2/0)	1 (1/0)
FORM	15 (15/0)	5 (5/0)
AN	- (X-C)	- (X-C)
NF	4 (0/4)	4 (0/4)
GUNS	8 (8/0)	NA
CQ	- (OLF)	- (OLF)
TACF	——	4 (4/0)
ACM	——	13 (13/0)
TOTAL:	48 (41/7)	37 (33/4)

[redacted]

CLOSE HOLD

Facilities (cont.)

F Airspace (cont.)

's the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all ing requirements?

YES. EXCEPT CARRIER QUALIFICATIONS.

5. If deployments/detachments to other domestic locations are required to satisfy these shortfalls, provide the following information:

(a) Where do these units/squadrons deploy?

NAS KEY WEST, FL
NAS MIRIMAR, CA
NAS NORTH ISLAND, CA
NAS CECIL FIELD, FL
MCAS BEAUFORT, SC

(b) How far from your installation?

KEY WEST, FL	650 NM
MIRIMAR, CA	1500 NM
NORTH ISLAND, CA	1500 NM
NAS CECIL FIELD, FL	375 NM
MCAS BEAUFORT, SC	400 NM

2
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c) ·asons for deployment (e.g., adverse weather, airspace saturation, training versatility, etc.)

NA[redacted]Y WEST, FL	CARRIER QUALIFICATION
NA[redacted]RIMAR, CA	CARRIER QUALIFICATION
NAS NORTH ISLAND, CA	CARRIER QUALIFICATION
NAS CECIL FIELD, FL	CARRIER QUALIFICATION
MCAS BEAUFORT, SC	CARRIER QUALIFICATION

d) Annual TAD costs incurred for deployments due to adverse weather.

2
CNATRA N3
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~~NOT AVAILABLE.~~ ZERO

e) Annual TAD costs incurred for deployments due to airspace nonavailability.

ZERO.

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

ZT

g) [redacted]al costs incurred for deployments due to insufficient training versatility (e.g., lack of low level raining routes etc.)?

ZERO.

. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-se and describe the limitations and capabilities of those control measures.

IA.

~~47 (TAB)~~ 46.1 CNATRA N61 9/9/94

CLOSE HOLD

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

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

8. List any additional constraints or limitations to the airspace that impact the training mission.

NONE.

~~48 (1a)~~
46.2

CNATRA N61
9/9/94

CLOSE HOLD

Facilities (cont.)

C. Ground Training

1. Facility Category Code , complete the following table for all training facilities at the installation in wh[illegible] undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-xx, 179-xx ca[illegible] codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)
Academic Classroom Training Building #266	6	90	319,950

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
[illegible]demic Applied T[illegible]ing Building #266	8	120	426,600

CCN: 171-35 - Building #150 - 2-00150

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Operational Flight Simulators	14	14	49,770
Dedicated Classrooms	3	90	319,950
CAI Learning Center	1	18	63,990

R - Design Cap

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

Facilities

c. Ground Training

CCN: 211-07 - HANGAR - 2-00002

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)
Large Ready Rooms	4	100	355,500
Large Training Rooms	2	100	355,500
Small One-on-One Briefing Rooms	16	16	56,880
Medium Four-on-Four Briefing Rooms	4	16	56,880
Large Briefing Rooms	2	30	106,650
Multi-configure Briefing Room	1	8	28,440
Large Meeting Room	1	300	1,066,500

237 days (CNATRA Planning Factor)
237 days x 15 hours/day = 3555 hours per facility available.
3555 hours available x design capacity = capacity (Student hrs/yr).

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

CCN: 179-10

Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Multi-Purpose SEARAY Target Range, 2-00146	1	Does not apply	22,941.6

CCN: 179-35

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Observation Towers at the Target Range, 2-00139 & 2-00144	2	Does not apply	NA

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

171-10 - Academic Instruction Building,
171-20 - Applied Instruction Building, and
171-35 - Operational Training Building:
237 days (CNATRA Planning Factor)
237 days x 15 hours/day = 3555 hours per facility available. R
3555 hours available x design capacity (PN) = student hr/yr capacity.

CCN 171-35 - Operational Training Building:
NOTE: 8 2F101 Trainers and
6 2F90A Trainers
(Each trainer is scheduled 6 times per day for 2.5 hours = 15 hours per day).
72 sorties per day.

CLOSE HOLD

Facilities

Ground Training (cont.)

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

Student capacity is based on available usage of 8 hours, but that could be increased to 16 or 24 hours per day, doubling or tripling the capacity.

Both CCN: 171-10 & 171-20, Academic Classroom & Applied Training Bldg #266 would increase capacity as follows:
8 HR/DAY = 113,760 STUDENT HRS
16 HR/DAY = 227,520 STUDENT HRS
24 HR/DAY = 341,280 STUDENT HRS

CCN: 171-35, Operational Simulator Training Bldg #150 would increase capacity as follows:
15 HR/DAY = 42,660 STUDENT HRS

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and umptions for all calculations[2]

Student capacity is based on available usage of 8 hours, but that could be increased to 16 or 24 hours lay, doubling or tripling the capacity.

Both CCN: 171-10 & 171-20, Academic Classroom & Applied Training Bldg #266 would increase capacity as follows:
8 HR/DAY = 113,760 STUDENT HRS
16 HR/DAY = 227,520 STUDENT HRS
24 HR/DAY = 341,280 STUDENT HRS

CCN: 171-35, Operational Simulator Training Bldg #150 would increase capacity as follows:
15 HR/DAY = 42,660 STUDENT HRS

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

NO LIMITING FACTORS.

---

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

Facilities (cont.)

Ground Training (cont.)

By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is not conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-10

Type Training Facility	Total Number	Design Capacity (PN)[3]	Capacity (Student HRS/YR)
Regional Counterdrug Training Academy, Bldg 219	3	100	200,000

CCN: 171-20

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
NTTC Supply Schools Building 330	32	800	1,600,000
NTTC Admin Schools Building 361	30	750	1,500,000

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

8 HRS/DAY X 250 DAYS/YR UTILIZED = 2000 HRS/YR
25 STUDENTS PER ROOM CAPACITY X NUMBER OF ROOMS = TOTAL STUDENTS PER YEAR (30 STUDS PER ROOM FOR CCN 171-10) HEARD CNET N-4433 for 10 May
2000 HR/YR X STUDENTS PER YEAR = CAPACITY (STUDENT HRS/YR)

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

CLOSE HOLD

Facilities

.. Ground Training (cont.)

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

Student capacity is based on available usage of 8 hours per day, but could be increased to 16 or 24 hours per day, tripling the capacity if required.

CCN: 171-10, Counterdrug Training would increase capacity as follows:
8 HR/DAY = 200,000 STUDENT HRS
16 HR/DAY = 400,000 STUDENT HRS
24 HR/DAY = 600,000 STUDENT HRS

CCN: 171-20, NTTC BLDG 330 would increase capacity as follows:
8 HR/DAY = 1,600,000 STUDENT HRS
16 HR/DAY = 3,200,000 STUDENT HRS
24 HR/DAY = ~~6,400,000~~ 4,800,000 STUDENT HRS

HEARD ANGT N-4433 10 May

CCN: 171-20, NTTC BLDG 361 would increase capacity as follows:
8 HR/DAY = 1,500,000 STUDENT HRS
16 HR/DAY = 3,000,000 STUDENT HRS
24 HR/DAY = 4,500,000 STUDENT HRS

Facilities (cont.)

. Ground Training (cont.)

ssuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[4]

Student capacity is based on available usage of 8 hours per day, but could be increased to 16 or 24 hours per day, tripling the capacity if required.

CCN: 171-10, Counterdrug Training would increase capacity as follows:
8 HR/DAY = 200,000 STUDENT HRS
16 HR/DAY = 400,000 STUDENT HRS
24 HR/DAY = 600,000 STUDENT HRS

CCN: 171-20, NTTC BLDG 330 would increase capacity as follows:
8 HR/DAY = 1,600,000 STUDENT HRS
16 HR/DAY = 3,200,000 STUDENT HRS
24 HR/DAY = ~~6,400,000~~ 4,800,000 STUDENT HRS HEARD CNET N-4N33 10 May

CCN: 171-20, NTTC BLDG 361 would increase capacity as follows:
8 HR/DAY = 1,500,000 STUDENT HRS
16 HR/DAY = 3,000,000 STUDENT HRS
24 HR/DAY = 4,500,000 STUDENT HRS

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

NO LIMITING FACTORS.

[4] nswer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

d. Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

Type of Aircraft	Number of Aircraft (Fiscal Year)							Mission
	1995	1996	1997	1998	1999	2000	2001	
C-12	1	1	1	1	1	1	1	Airlift Support
H-1	2	2	2	2	2	2	2	Search & Rescue

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

(a) NAVFAC P-80 standard measures (45 degree parking).
(b) Real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-2	113	129	45 degree parking
TA-4J	96	114	45 degree parking
T-45	256	291	45 degree parking
T-2*	99	129	90 degree parking
TA-4J*	96	114	90 degree parking
T-45	248	283	90 degree parking

R

R

*** NAS Meridian currently utilizes 90 degree parking, calculations done per NAVFAC P-80, Table 113-20A, Page 113-6B.**

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces.

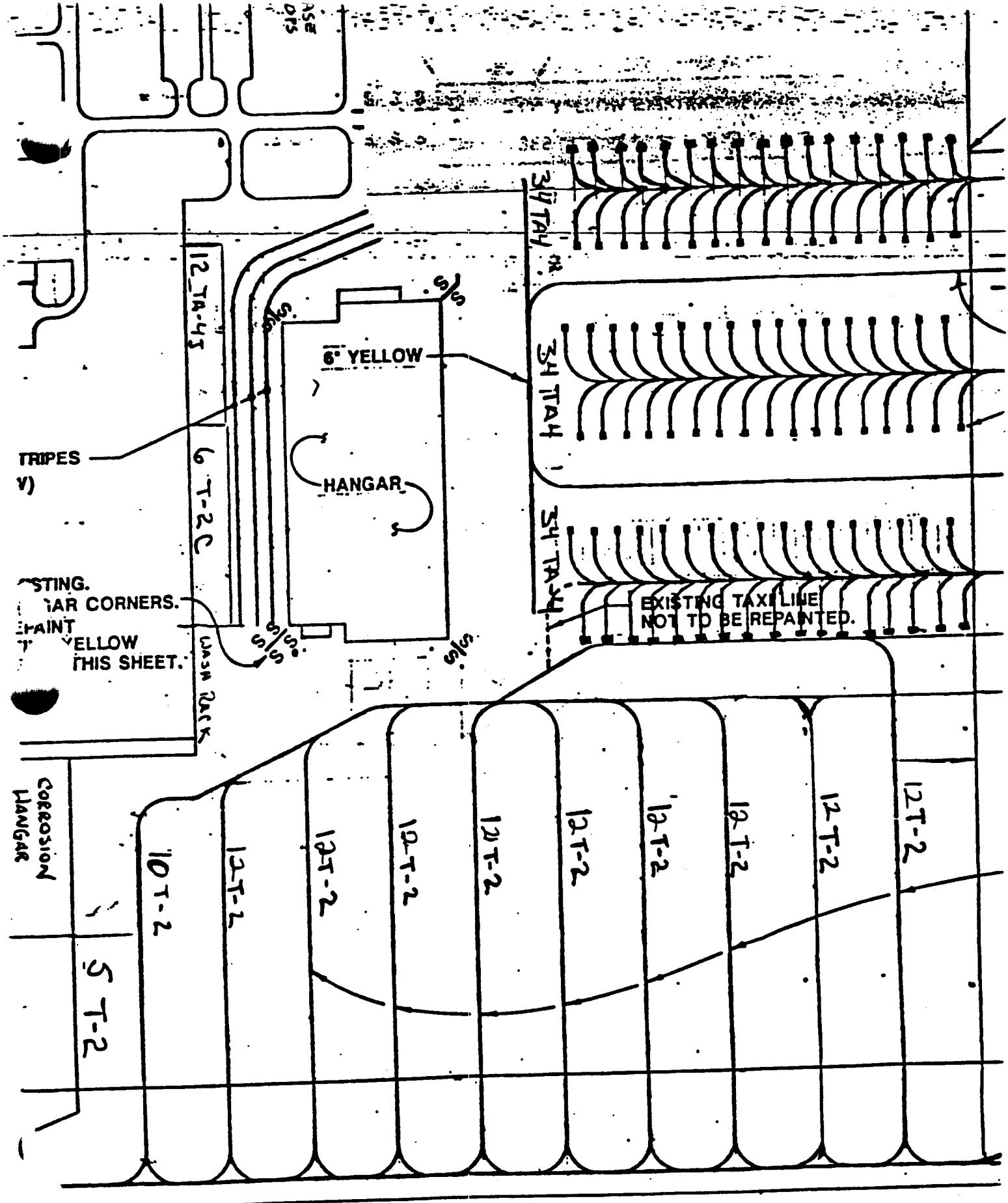
Assumes NAVFAC P-80 150' peripheral taxilane.

T-2: NAVFAC P-80 requirements of 90' row separation, 7 rows of 13 aircraft, 1 rows of 12 aircraft, 2 rows of 5 aircraft utilizing 45 degree parking per Table 113-20A, Page 113-6A.

TA-4J: NAVFAC P-80 requirements of 90' row separation, 6 rows of 16 aircraft utilizing 45 degree parking per Table 113-20A, Page 113-6B.

T-45 NAVFAC P-80 requirement of 90' row separation, 7 rows of 17 aircraft, 6 rows of 16 aircraft, 1 row of 15 aircraft and 2 rows of 13 aircraft utilizing 45 degree parking. R

SURGE PARKING: See attached diagrams.


USE OPS
34 TAXI
34 TAXI
34 TAXI
12 TA-43
6" YELLOW
HANGAR
TRIPES
V)
6 T-2C
STING.
AR CORNERS.
PAINT
YELLOW
THIS SHEET.
WASH RACK
EXISTING TAXILINE
NOT TO BE REPAINTED.
CORROSION
HANGAR
10 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
5 T-2

Facilities

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

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

(a) NAVFAC P-80 standard measures

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

Aircraft Type	# of Aircraft		Comments
	(a)	(b)	
T-2	40	42	BOTH HANGARS FULL OF T-2s
TA-4J	55	59	BOTH HANGARS FULL ~~TO~~ OF TA-4Js
T-45	47	51	
UH-1N	2	3	
UC-12B	1	1	

WBH 9AUG: CNATRA CO

R

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

NAVFAC P-80 parks aircraft wing tip to wing tip. Hangar at NAS Meridian, due to depth of structure, allows staggered parking of aircraft. Required hangar width (RHW) formula modified to account for different structure:

$$RHW = N(W) + (N-1)\,D$$

Hangar Width-East Bay: 448', T-2 wing span 38.1', yield 18 aircraft.
Hangar Width-East Bay: 448', TA-4J wing span 27.5', yield 25 aircraft.
Hangar Width-East Bay: 448', T-45 wing span 30.8', yield 21 aircraft. R

Hangar Width-West Bay: 484', TA-4J wing span 27.5', yield 26 aircraft.
Hangar Width-West Bay: 484', T-2 wing span 38.1', yield 19 aircraft.
Hangar Width-West Bay: 484', T-45 wing span 20.8', yield 22 aircraft. R

Corrosion Control Hangar: Yields 4 TA-4J aircraft.
Yields 3 T-2 aircraft.
Yields 4 T-45 aircraft R

Facilities

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

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

Aircraft Type	# of Aircraft	Comments
T-2	480 *	Maximum # of T-2 workable in both hangars
TA-4J	660 *	Maximum # of TA-4J workable in both hangars
T-45	564 *	

R

* SCHEDULED MAINTENANCE ONLY. HANGAR SPACE IS USED AS LIMITER. (PER CNATRA N6, 5/18/94)

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

NUMBER OF HANGAR SPACES TIMES 12 PER NAVFAC P-80. (PER CNATRA N6, 5/18/94

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

On a routine basis, there is no maintenance backlog.

Hangar at NAS Meridian is currently undergoing renovation to accommodate T-45 aircraft under T-45 MILCON project. Project completion date is NOV 94.

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

Squadron	Number of Aircraft (Fiscal Year)								Mission
	1994	1995	1996	1997	1998	1999	2000	2001	
C-12	1	1	1	1	1	1	1	1	AIRLIFT SUPPORT
UH-1	3	3	3	3	3	3	3	3	SEARCH & RESCUE

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments
T-2	113	45 DEGREE PARKING
TA-4J	96	45 DEGREE PARKING
T-2*	99	90 DEGREE PARKING
TA-4J*	96	90 DEGREE PARKING

***NAS MERIDIAN CURRENTLY UTILITZES 90 DEGREE PARKING, CALCULATIONS DONE PER NAVFAC P-80, TABLE 113-20A, PAGE 113-6B.**

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

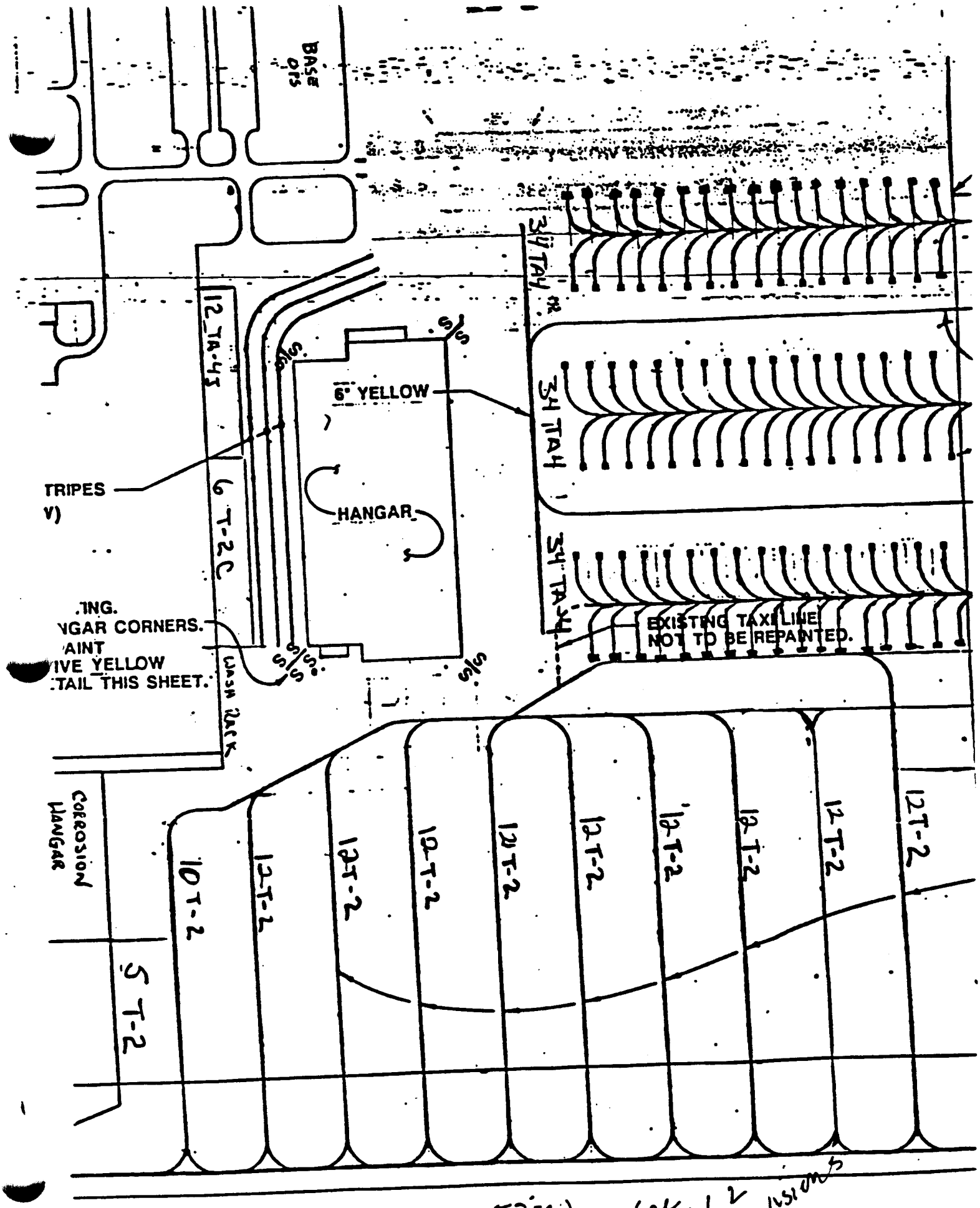
Assumes **NAVFAC P-80 150' peripheral taxilane.**

T-2: **NAVFAC P-80 requirements of 90' row separation, 7 rows of 13 aircraft, 1 rows of 12 aircraft, 2 rows of 5 aircraft utilizing 45 degree parking per Table 113-20A, Page 113-6A.**

TA-4J: **NAVFAC P-80 requirements of 90' row separation, 6 rows of 16 aircraft utilizing 45 degree parking per Table 113-20A, Page 113-6B.**

SURGE PARKING: **See attached diagrams.**

See D.C 2 revisions


BASE OPS
34 TAXI
34 TAXI
34 TAXI
6" YELLOW
HANGAR
12 TA-43
6 T-2C
TRIPES
V)
.ING.
NGAR CORNERS.
AINT
IVE YELLOW
TAIL THIS SHEET.
WASH RACK
EXISTING TAXILINE
NOT TO BE REPAINTED.
CORROSION HANGAR
5 T-2
10 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
12 T-2
53'(a) see DL2 revisions

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments
T-2	40	BOTH HANGARS FULL OF T-2s
TA-4J	55	BOTH HANGARS FULL OF TA-4Js
UH-1	2	
C-12	1	

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

NAVFAC P-80 parks aircraft wing tip to wing tip. Hangar at NAS Meridian, due to depth of structure, allows staggered parking of aircraft. Required hangar width (RHW) formula modified to account for different structure:

RHW = N(W) + (N-1) D

Hangar Width-East Bay: 448', T-2 wing span 38.1', yield 18 aircraft.
Hangar Width-East Bay: 448', TA-4J wing span 27.5', yield 25 aircraft.

Hangar Width-West Bay: 484', TA-4J wing span 27.5', yield 26 aircraft.
Hangar Width-West Bay: 484', T-2 wing span 38.1', yield 19 aircraft.

Corrosion Control Hangar: Yields 4 TA-4J aircraft.
Yields 3 T-2 aircraft.

See Data Call 2 revisions

Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-2	~~96~~ 480 *	MAXIMUM # OF T-2 WORKABLE IN BOTH HANGARS
TA-4J	~~92~~ 660 *	MAXIMUM # OF TA-4J WORKABLE IN BOTH HANGARS

* SCHEDULED MAINTENANCE ONLY. HANGAR SPACE IS USED AS LIMITER

CNATRA N3

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

CNATRA N3

ASSUMPTIONS: Number of hangar spaces thirs 12 per NAVFAC P-80.

~~1. 25% of the aircraft inventory will be in the hangar for maintenance (planning factor provided by NAVFAC P-80 page 113-1).~~

CNATRA N3

~~2. Total hangar parking capacity of 85,540 sq ft (includes CCF).~~

~~3. Current type and mix of aircraft:~~
~~85 T-2C = 52.8% of total aircraft aboard~~
~~76 TA-4 = 47.2% of total aircraft aboard~~

CNATRA N3

~~4. 52.8% of 85,540 = 45,165 sq ft~~
~~.2% of 85,540 = 40,375 sq ft~~

~~5. 45,165 sq ft yields 24 T-2C aircraft~~
~~40,375 sq ft yields 23 TA-4 aircraft~~

CNATRA N3

~~6. 24 T-2C aircraft in hangar for maintenance yield total T-2C inventory of 96 (24 x 4)~~
~~23 TA-4 aircraft in hangar for maintenance yield total TA-4 inventory of 92 (23 x 4)~~

~~7. Total type and mix of aircraft based on maintenance facilities is 96 T-2C plus 92 TA-4J = 188 aircraft.~~

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

On a routine basis, there is no maintenance backlog. The Hangar at NAS Meridian is currently undergoing renovation to accommodate T-45 aircraft under T-45 MILCON project. Project completion date is NOV 94.

See DC.2 revisions

CLOSE HOLD

Facilities (cont.)

Aircraft Parking, Maintenance, and Supply (cont.)

Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft	Comments
T-2	106	
TA-4J	94	

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

ASSUMPTIONS & CALCULATIONS:

1. NAS MERIDIAN HAS HISTORICALLY SUPPORTED 110 AIRCRAFT USING 6,664 SQ FT OF SUPPLY STORAGE SPACE.

2. 6,664 SQ FT DIVIDED BY 110 AIRCRAFT YIELDS 60.5 SQ FT PER AIRCRAFT SUPPORTED.

TOTAL USABLE STORAGE SPACE AT THE AVIATION SUPPLY WAREHOUSE, BLDG 99, IS 12,060 SQ FT.

12,060 SQ FT DIVIDED BY 60.5 SQ FT PER AIRCRAFT YIELDS 200 AIRCRAFT.

5. MIX OF AIRCRAFT ASSIGNED FOR FY95 IS 85 T-2Cs AND 76 TA-4Js.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

NO LIMITING FACTORS NORMALLY; ALTHOUGH AVIATION SUPPLY WAREHOUSE IS SCHEDULED FOR REHAB JUN - NOV 94 AS PART OF THE T-45 MILCON PROJECT.

N

NC

Berthing Facilities - Current

CCN	BLDG #	TOT BEDS	TOT ROOMS	ADEQUATE BEDS	ADEQUATE SF	SUBSTANDARD BEDS	SUBSTANDARD SF	INADEQUATE BEDS	INADEQUATE SF
721-11	206	84	42	0	0	84	20530	0	0
	326	126	42	126	15498	0	0	0	0
721-12	205	48	48	48	20659	0	0	0	0
	357	16	16	16	8880	0	0	0	0
	390	56	42	56	15645	0	0	0	0
	391	65	48	65	18020	0	0	0	0
721-12/3	392	65	42	62	20121	3	982	0	0
721-13	393	47	47	47	25948	0	0	0	0
721-14	201	123	32	123	15680	0	0	0	0
	202	126	42	126	20534	0	0	0	0
	203	96	48	96	20650	0	0	0	0
	353	120	40	120	19536	0	0	0	0
	354	120	40	120	16650	0	0	0	0
	355	144	48	144	20091	0	0	0	0
	356	132	44	132	19536	0	0	0	0
	358	180	60	180	24420	0	0	0	0
	359	180	60	180	24420	0	0	0	0
	360	108	36	108	25641	0	0	0	0
724-11	394	46	46	46	25948	0	0	0	0
724-12	395	22	22	22	21103	0	0	0	0
	396	24	24	24	18020	0	0	0	0
	397	23	23	7	6384	16	9831	0	0
740-20	208	25	25	25	22613	0	0	0	0

Berthing Facilities - FY 1997

CCN	BLDG #	TOT BEDS	TOT ROOMS	ADEQUATE BEDS	ADEQUATE SF	SUBSTANDARD BEDS	SUBSTANDARD SF	INADEQUATE BEDS	INADEQUATE SF
721-11	206	84	42	84	20530	0	0	0	0
	326	126	42	126	15498	0	0	0	0
721-12	205	48	48	48	20659	0	0	0	0
	357	16	16	16	8880	0	0	0	0
	390	42	42	42	15645	0	0	0	0
	391	48	48	48	18020	0	0	0	0
721-12/3	392	42	42	42	21103	0	0	0	0
721-13	393	44	44	44	25948	0	0	0	0
721-14	201	64	32	64	15680	0	0	0	0
	202	84	42	84	20534	0	0	0	0
	203	96	48	96	20650	0	0	0	0
	353	120	40	120	19536	0	0	0	0
	354	120	40	120	16650	0	0	0	0
	355	144	48	144	20091	0	0	0	0
	356	132	44	132	19536	0	0	0	0
	358	180	60	180	24420	0	0	0	0
	359	180	60	180	24420	0	0	0	0
	360	108	36	108	25641	0	0	0	0
724-11	394	46	46	46	25948	0	0	0	0
724-12	395	22	22	22	21103	0	0	0	0
	396	24	24	24	18020	0	0	0	0
	397	23	23	7	6384	16	9831	0	0
740-20	208	25	25	25	22613	0	0	0	0

may need updating

ADQ Enlisted Rooms 77
~~99~~ 100

ADQ Officer Rooms 12
~~13~~

Features and Capabilities

Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed
201/721-14 CLASS A STUDENTS E1-E4	123	32	20 ENL
202/721-14 CLASS A STUDENTS E1-E4 USMC	126	42	42 ENL
203/721-14 CLASS A STUDENTS E1-E4 USMC	96	48	65 ENL
205/721-12 E5/E6 TRANSIENTS	48	48	19 CIV 1 ENL
206/721-11 E1/E4 PERM	84	42	0 NOT UTIL
208/740-20 TEMP LODGING	25	25	22 ENL
326/721-11 E1-E4 & 721-40 Discip	108 + 18	42	91 ENL
353/721-14 CLASS A STUDENTS NTTC	120	40	69 ENL

R

REVISION - 5/13/94

Features and Capabilities

Housing and Messing

Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed
201/721-14 CLASS A STUDENTS E1-E4	123	32	20 ENL
202/721-14 CLASS A STUDENTS E1-E4 USMC	126	42	42 ENL
203/721-14 CLASS A STUDENTS	96	48	65 ENL
205/721-12 E5/E6 TRANSIENTS	48	48	19 CIV 1 ENL
206/721-11 E1/E4 PERM	84	42	0 NOT UTIL
208/740-20 TEMP LODGING	25	25	22 ENL
326/721-11 E1-E4 PERM	126	42	91 ENL
353/721-14 CLASS A STUDENTS NTTC	120	40	69 ENL

CLOSE HOLD

Features and Capabilities

Housing and Messing

Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	*People Housed
201/721-14 CLASS A STUDENTS E1-E4	123	32	123
202/721-14 CLASS A STUDENTS E1-E4 USMC	126	42	126
203/721-14 CLASS A STUDENTS E1-E4 USMC	96	48	96
205/721-12 E5/E6 TRANSIENTS	48	48	48
206/721-11 E1/E4 PERM	84	42	84
208/740-20 TEMP LODGING	25	25	25
326/721-11 E1-E4 PERM	126	42	126
353/721-14 CLASS A STUDENTS NTTC	120	40	120
354/721-14 CLASS A STUDENTS NTTC	120	40	120

* This information will be recalculated to reflect FY 93 AOB (Avg. daily usage) for officer, enlisted, and civilian personnel. Revised data will be forwarded ASAP.

HOWARD
CNET N-4433
11 May

CLOSE HOLD

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed
/721-14 CLASS A STUDENTS NTTC	120	40	81 ENL
355/721-14 CLASS A STUDENTS NTTC	144	48	94 ENL
356/721-14 CLASS A STUDENTS NTTC	132	44	99 ENL
357/721-12 E5/E6 NTTC/PERM	16	16	10 ENL
358/721-14 CLASS A STUDENTS NTTC	180	60	113 ENL
/721-14 CLASS A [illegible]DENTS [illegible]	180	60	69 ENL
/721-14 CLASS A STUDENTS NTTC	108	36	67 ENL
390/721-12 BOQ WING A E5/E6 PERM	56	42	30 ENL
391/721-12 BOQ WING B E5/E6 PERM	65	48	35 ENL
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	65	42	47 ENL

CLOSE HOLD

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	People Housed
/721-14 ASS A STUDENTS NTTC	144	48	144
356/721-14 CLASS A STUDENTS NTTC	132	44	132
357/721-12 E5/E6 NTTC/PERM	16	16	16
358/721-14 CLASS A STUDENTS NTTC	180	60	180
359/721-14 CLASS A STUDENTS NTTC	180	60	180
360/721-14 ASS A UDENTS C	108	36	108
0/721-12 OQ WING A E5/E6 PERM	56	42	42
391/721-12 BOQ WING B E5/E6 PERM	65	48	48
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	65	42	65
393/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	47

CLOSE HOLD

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed	
3/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	33 ENL 1 CIV	
394/724-11 BOQ WING E W1/02 STUDENTS	46	46	27 OFF 1 ENL	R
395/724-12 BOQ WING F 01 & ABOVE PERM	22	22	12 OFF 1 ENL	R
396/724-12 BOQ WING G E7 & ABOVE TRANSIENTS	24	24	13 OFF 6 ENL 3 CIV	R
397/724-12 BOQ WING H - 03 & ABOVE PERM & TRANSIENTS	23	23	19 OFF 2 CIV	R

CLOSE HOLD

REVISION 5/13/94

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	AVG People Housed
/721-13 721-13 BOQ WING D E7/E9 PERM	47	47	33 ENL 1 CIV
394/724-11 BOQ WING E W1/02 PERM	46	46	27 OFF 1 ENL
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	12 OFF 1 ENL
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	13 OFF 6 ENL 3 CIV
397/724-12 BOQ WING H - & ABOVE	23	23	19 OFF 2 CIV

CLOSE HOLD

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	People Housed
[illegible]/724-11 BOQ WING E W1/02 PERM	46	46	46
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	22
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	24
397/724-12 BOQ WING H - 03 & ABOVE	23	23	23

CLOSE HOLD

Features and Capabilities

Housing and Messing

Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed	
201/721-14 CLASS A STUDENTS E1-E4	64	32	64	
202/721-14 CLASS A STUDENTS E1-E4 USMC	84	42	84	
203/721-14 CLASS A STUDENTS E1-E4 USMC	96	48	96	R
5/721-12 5/E6 TRANSIENTS	48	48	48	
206/721-11 E1/E4 PERM *Convert to Naval Reserve	0 *	0	0	R
208/740-20 TEMP LODGING ENL	25	25	25	
326/721-11 E1-E4 & 721-40 Discip	108 + 18	42	126	R
353/721-14 CLASS A STUDENTS NTTC	120	40	120	

CLOSE HOLD

Features and Capabilities

Housing and Messing

3. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed
201/721-14 CLASS A STUDENTS E1-E4	64	32	64
202/721-14 CLASS A STUDENTS E1-E4 USMC	84	42	84
203/721-14 CLASS A STUDENTS [illegible]-E4 [illegible]MC	48	48	48
[illegible]1-12 [illegible]/E6 TRANSIENTS	48	48	48
206/721-11 E1/E4 PERM	84	42	84
208/740-20 TEMP LODGING ENL	25	25	25
326/721-11 E1-E4 PERM	84	42	84
353/721-14 CLASS A STUDENTS NTTC	120	40	120

CLOSE HOLD

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed	
354/721-14 CLASS A STUDENTS NTTC	120	40	120	
355/721-14 CLASS A STUDENTS NTTC	144	48	144	
356/721-14 CLASS A STUDENTS NTTC	132	44	132	
357/721-12 E5/E6 NTTC/PERM	16	16	16	
358/721-14 CLASS A STUDENTS NTTC	180	60	180	
359/721-14 CLASS A STUDENTS NTTC	180	60	180	
360/721-14 CLASS A STUDENTS NTTC	108	36	108	
390/721-12 BOQ WING A E5/E6 PERM	35	35	35	R
391/721-12 BOQ WING B E5/E6 PERM	40	40	40	R
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	35	35	35	R

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed
[illegible]21-14 CLASS A STUDENTS NTTC	120	40	120
355/721-14 CLASS A STUDENTS NTTC	144	48	144
356/721-14 CLASS A STUDENTS NTTC	132	44	132
357/721-12 E5/E6 NTTC/PERM	16	16	16
358/721-14 CLASS A STUDENTS NTTC	180	60	180
359/721-14 CLASS A STUDENTS	180	60	180
[illegible]/721-14 CLASS A STUDENTS NTTC	108	36	108
390/721-12 BOQ WING A E5/E6 PERM	42	42	42
391/721-12 BOQ WING B E5/E6 PERM	48	48	48
392/721-12 & 721-13 BOQ WING C E5/E9 PERM	42	42	42

CLOSE HOLD

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed	
'21-13 13 BOQ WING D E7/E9 PERM	37	37	37	
394/724-11 BOQ WING E W1/02 STUDENTS	38	38	38	R
395/724-12 BOQ WING F 01 & ABOVE PERM	22	22	22	R
396/724-12 BOQ WING G E7 & ABOVE TRANSIENTS	24	24	24	R
397/724-12 BOQ WING H - 03 & ABOVE PERM & TRANS	23	23	23	R

E: DUE TO THE RENOVATION PROJECTS FOR BARRACKS 201, 202, 326, 390, 391, 392, 393, RECONFIGURATION OF ROOMS HAS REDESIGNED 2-MEN SUITES TO 1-MAN SUITES DECREASING THE CAPACITY HOUSED EFFECTIVE FY95.

CLOSE HOLD

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	# People Housed
21-13 -13 BOQ WING D E7/E9 PERM	44	44	44
394/724-11 BOQ WING E W1/02 PERM	46	46	46
395/724-12 BOQ WING F 03 & ABOVE STUDENTS	22	22	22
396/724-12 BOQ WING G 03 & ABOVE STUDENTS	24	24	24
397/724-12 BOQ WING H - 03 & ABOVE	23	23	23

TE: DUE TO THE RENOVATION PROJECTS FOR BARRACKS 201, 202, 326, 390, 391, 392, 3, RECONFIGURATION OF ROOMS HAS REDESIGNED 2-MEN SUITES TO 1-MAN ITES DECREASING THE CAPACITY HOUSED EFFECTIVE FY95.

Features and Capabilities (cont.)

Housing and Messing (cont.)

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Facility, 722-10, 2-00207	**26,624**	**1,960**	**650**

NOTE: SEATING MAY VARY DEPENDING OF LOADING REQUIRED BY REARRANGING TABLE PLACEMENT.

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Facility, 722-10, 2-00207	**26,624**	**1,960**	**750**

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ - OFFICER	46	46	46	46	46	46	46
BEQ - ENLISTED	1345	1345	1292	1292	1292	1292	1292
On-Base Housing	44	44	44	44	44	44	44
Off-Base Housing	230	230	230	230	230	230	230
Messing	1960	1960	1960	1960	1960	1960	1960

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

BOQ/BEQ: FIGURES FOR FY95/96 WERE BASED ON CURRENT NUMBER OF AVAILABLE BEDS PRESENTLY DESIGNATED FOR STUDENT PILOTS AND NTTC STUDENTS. FIGURES FOR FY97-FY01 ARE BASED ON THE NUMBER OF BEDS AVAILABLE AFTER RENOVATION PROJECTS ARE COMPLETED. CAPACITY CAN BE INCREASED BY REARRANGING ROOMS TO INCREASE NUMBER OF BEDS TO EACH ROOM.

ON-BASE HOUSING: FAMILY HOUSING HAS DESIGNATED 44 UNITS FOR STUDENT OFFICERS TRAINING 20 WEEKS OR MORE. OTHER UNITS MAY BE ASSIGNED WHEN NO ONE IS ON THE STAFF OFFICER WAITING LIST. NAS MERIDIAN HAS A TOTAL OF 520 UNITS AVAILABLE. ON-BASE HOUSING IS NOT AVAILABLE TO CIVILIAN EMPLOYEES WORKING AT NAS MERIDIAN.

OFF-BASE HOUSING: AS THIS IS BASED ON SHORT TERM TEMPORARILY ASSIGNED NTTC ENLISTED "STUDENT" LOAD AND NOT PERMANENT OR LONGER TERM PILOT STUDENT PERSONNEL, ONLY RENTAL PROPERTY IS CONSIDERED. ALTHOUGH NO STATISTICS ARE MAINTAINED BASED SOLELY ON STUDENT LOAD, RENTAL HOUSES, APARTMENTS AND TRAILERS PROVIDE APPROXIMATELY 2,300 UNITS TOTAL IN THE LOCAL AREA WITH AN AVERAGE OF 10% OF BASE PERSONNEL TO SUPPORT THE BALANCE OF ON-STATION HOUSING AVAILABLE.

MESSING: PER THE NAVFAC P-80, THE DESIGN CAPACITY IS 1960 PERSONNEL. CAPACITY CAN BE INCREASED FROM THE PRESENT SEATING ARRANGEMENT BY REARRANGING THE LAYOUT AND ADDING MORE TABLES, AND EXTENDING SERVING HOURS.

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission.

NO LIMITING CONSTRAINTS.

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/704

27 SEP 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Meridian

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (3) of reference (a).

C. R. GIMBEL
By direction

WC

Command: **NAS Meridian**

Data Call Number Nineteen Revisions
(Pages 16, 32, 46.1, 46.2, 47, 47.1, and 48)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

Signature

Acting
Title

9/27/94
Date

CNET
Activity

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

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

P.W. DRENNON
NAME

Signature

Acting
Title

12 OCT 1994
Date

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

NEXT ECHELON LEVEL (If applicable)

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

Signature

Chief of Naval Air Training
Title

12SEP94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

2 SEP 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

12 SEP 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

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

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

1 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

Data Call Number Nineteen

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

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND NAME	Signature
Acting Title	13 MAY 94 Date
CNET Activity	

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

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

J. B. Greene, Jr. NAME	Signature
Acting Title	27 May 1994 Date

BRAC-95 DATA CALL 19

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

5 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

9 MAY 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 DATA CALL 19

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

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

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

5 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

Data Call Number Nineteen (Revision)

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

MAJOR CLAIMANT LEVEL

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

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

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

J. B. Greene, Jr. NAME	J B Greene Jr. Signature
Acting Title	27 May 1994 Date

REVISIONS OF 5/12/94, PAGES 10,11,12,21,24,33,44 & 47(1)

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training
Title

Date 12 MAY 94

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Command: **NAS Meridian**

Data Call Number Nineteen Revisions
(Pages 27, 57, 58, 59)

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

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

Signature

Acting
Title

5/31/94
Date

CNET
Activity

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

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

J. B. GREENE, JR
NAME

Signature

ACTING
Title

2 JUN 94
Date

Encl (2)

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

16 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

16 MAY 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94
Date

Naval Air Training Command
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

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R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

2 of 1

Command: NAS Meridian

Data Call Number Nineteen Revisions
(Pages 33, ~~57, and 59-62)~~

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETobin
Signature

Acting
Title

06 SEP 1994
Date

CNET
Activity

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

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

W. A. EARNER
NAME

WEarner
Signature

Title

9/8/94
Date

WC

Encl (2)

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

23 AUG 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF ANVAL AIR TRAINING
Title

26 AUG 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

Date

Encl (6)

NAS MERIDIAN MS/UIC: 63043

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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

22 AUG 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

23 AUG 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING
Title

26 AUG 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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

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

NAME (Please type or print)

Signature

Title

9/12/94
Date

WC

Encl 5)

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

22 Aug 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

227

11000
Ser 00R/827
28 OCT 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER NINETEEN

Ref: (a) CNET ltr 11000 Ser 00R/178 of 13 May 94

Encl: (1) Revised Pages - NAS Meridian

1. Reference (a) certified and forwarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (3) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Meridian

Data Call Number Nineteen Revisions
(Pages 47 and 48)

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

MAJOR CLAIMANT LEVEL

P. E. TOBIN	PETobin
NAME	Signature
Acting	10/25/94
Title	Date
CNET	
Activity	

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

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

W. A. EARNER	WAEarner
NAME	Signature
	11/3/94
Title	Date

NAS MERIDIAN MS/UIC: 63043

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

COMMANDER
Title

20 SEP 94
Date

TRAINING AIR WING ONE
Activity

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

NEXT ECHELON LEVEL (if applicable)

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

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

25 OCT 94
Date

NAVAL AIR TRAINING COMMAND
Activity

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MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

REVISED 19 SEP 94

NAS MERIDIAN MS/UIC: 63043

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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

Signature

COMMANDING OFFICER
Title

19 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

CLOSE HOLD

NAS MERIDIAN MS
UIC: 63043

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

DATA CALL 20

4 May 1994

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

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

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Mission Requirements

Training Other Than Undergraduate Pilot and NFO/Navigator Training

ist all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function
NONE	

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

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

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

Forces	Location/ Distance	Type of Support	Frequency
NONE			

ssion Requirements (cont.)

Operational Squadron Support

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

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

1 CNATRA

2 CNATRA N3 5-27-94

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

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

2 CNATRA N3 REVIEW 5/12/94

Mission Requirements (cont.)

Operational Squadron Support

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

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✓ CNATRA

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NAS Meridian	UH-1	Search and Rescue support
US Navy/ TW1	TA-4/T-2/T-45	STRIKE TRAINING

2 CNATRA N. REVIEW 5/12/9

WC

5R

CLOSE HOLD

Mission Requirements (cont.)

Operational Squadron Support

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

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

CLOSE HOLD

Mission Requirements (cont.)

Operational Squadron Support (cont.)

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

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

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

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

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

Type of Unit	Number of Units	Mission	Equipment Items
NA			

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

Include FY 1994 data through 31 March 1994.

Mission Requirements (cont.)

C. Managed Training Areas

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

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

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

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

Mission Requirements (cont.)

General Military Support

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

Yes.

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

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

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

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

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

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

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

~~NO.~~ Yes.

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

~~SH~~ (HERTEL)
CNET
N44331
11 MAY 94

Mission Requirements (cont.)

General Military Support (cont.)

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

Yes. Meridian Regional Air Traffic Control Facility (MEI RATCF) FAA provides departure and arrival service to NAS Meridian. The RATCF also provides control service to Meridian Municipal Airport, Key Field, for arrivals and departures of military (all branches), commuters, and general aviation and air carriers. RATCF is located on base. RATCF IS LOCATED ON BASE. ✓ CNATRA+N3

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

NONE.

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

NONE.

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

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

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

E. Other Support

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

YES.

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

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

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

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

2. Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.
NOCD PROVIDES WEATHER SERVICE FOR TRAINING AIR WING ONG OPERATIONS. ✓ CNATRAINS

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

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

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

Mission Requirements (cont.)

F. Weather

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

Airfield: NAS MERIDIAN

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

REVISED LAST COLUMN

NOTES:

1. **Environmental conditions are based on field operating hours of 0700 (L) - 2300 (L).**
2. **Environmental data is extracted from International Station Meteorological Climate Summary (Ver 2.0).**
3. **Cancellation rate based on ATSS monthly weather cancellations.**
4. **Cancellation rate varies between the Intermediate and Advanced training syllabuses due to the different weather flying restrictions.** ADDED

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

CLOSE HOLD

Mission Requirements (cont.)

Weather

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

Airfield: NAS MERIDIAN

Month	% of Hours[3] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	Annual Number of Daylight Flying Hours Rescheduled/ Canceled Due to Weather
Jan.	81	19	7	34.7
Feb.	87	13	4	36.9
Mar.	90	10	3	35.7
Apr.	92	8	2	23.5
May	92	8	2	29.9
June	93	7	2	27.0
July	92	8	2	26.4
Aug.	90	10	3	26.7
Sept.	87	13	3	23.7
Oct.	89	11	3	25.7
Nov.	87	13	5	25.8
Dec.	83	17	7	19.0

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

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

CLOSE HOLD

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

.8% (six year average).

18% FOR T-2

17% FOR TA-4

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3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other air stations during certain times of the year?

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

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Facilities

A. Air Space and Flight Training Areas

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

NO.

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

NO.

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

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

NO.

a. If yes, state all reasons.
NA

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

a. If yes, list all changes.
NA

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

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

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

CLOSE HOLD

Facilities (cont.)

* Air Space and Flight Training Areas (cont.)

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

RIDIAN ONE WEST MOA

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

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

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

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

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

f. What is the published availability of each airspace?

   SUNRISE - 2300, MONDAY - FRIDAY AND BY NOTAM

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

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

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

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

   - State reasons for difference between scheduled and actually used.

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

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

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

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

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

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

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

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ENATRA N3

CLOSE HOLD

Facilities (cont.)

A Air Space and Flight Training Areas (cont)

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

NO.

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

NO.

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

NO.

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

NO.

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

YES.

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

ONLY THE AIRSPACE USED BY NAS MERIDIAN.

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

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

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

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

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

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

Facilities (cont.)

Air Space and Flight Training Areas (cont)

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

NO.

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

NO.

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

NO.

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

NO.

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

YES.

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

ONLY THE AIRSPACE USED BY NAS MERIDIAN.

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

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

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

NO.

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

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

Facilities (cont.)

Airfields

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

Airfield Name: NAS MERIDIAN, MCCAIN FIELD

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

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

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

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

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

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

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

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

NATRANS g. Does the airfield have a crosswind runway? YES.

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

NATRANS i. How much capacity is lost? NONE.

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

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

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

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

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

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

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

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

Airfield Name: OLF JOE WILLIAMS FIELD (BRAVO)

Location (city/county and state and lattitude and longitude)
DEKALB, MS/KEMPER COUNTY 32°47'33"N / 88°49'40"W

b. Distance from main field: 19.3 NM NORTHWEST OF NASMER.

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? NO.

d. Does the airfield have parallel or dual offset runways? NO.
-If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? NA

e. Does the airfield have full-length parallel taxiways? YES.

f. Does the airfield have high speed taxiways? NO.

g. Does the airfield have a crosswind runway? ~~NO.~~ NONE REQUIRED SINGLE RUNWAY COVERS WIND 96.3% OF TIME.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity? NA

i. How much capacity is lost? NA

j. What percent of the time do conditions force the crosswind runway to be used? NA

k. Is the airfield equipped to support IFR flight operations? ~~YES.~~
~~LOCALLY PUBLISHED INSTRUMENT APPROACHES ARE CURRENTLY USED FOR IFR TRAFFIC INTO AND OUT OF OLF JOE WILLIAMS FIELD.~~ SEE NOTE 1.

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

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).
8000' X 150' RUNWAY WHICH SUPPORTS JET TRAFFIC INCLUDING CONTROL TOWER, BEACON LIGHT, CARRIER DECK LIGHTING, FUEL/LOX STORAGE AND PARKING RAMP.

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

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CLOSE HOLD

Facilities (cont.)

Airfields (cont.)

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

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

Facilities (cont.)

Airfields (cont.)

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

Facilities (cont.)

B. Airfields (cont.)

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

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

CLOSE HOLD

Facilities (cont.)

Airfields (cont.)

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

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

CLOSE HOLD

	OLF Joe Williams Field Facilities:				
11-10	Runway	SY	164,784	0	0
[illegible]-10	Taxiway	SY	54,916	0	0
[illegible]3-20	Parking Apron	SY	28,210	0	0
136-36	Carrier Deck Lighting/Embedded	EA	2	0	0
141-70	Control Tower	SF	2,400	0	0
134-20	Beacon Tower	EA	1	0	0
141-40	Operations Bldg	SF	2,972	0	0
141-20	Fire & Rescue Bldg	SF	2,090	0	0
411-50	Jet Fuel Storage	GA	420,000	0	0

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

No inadequate facilities.

Facilities (cont.)

Ground Training Facilities

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

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

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

No inadequate facilities.

Facilities (cont.)

2. Ground Training Facilities

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

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

DELETED 179-

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

No inadequate facilities. R

CLOSE HOLD

Facilities (cont.)

Ground Training Facilities

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

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

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

No inadequate facilities.

CLOSE HOLD

Facilities (cont.)

Aircraft Maintenance Facilities

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

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

* SCHEDULED AND MAJOR DEPOT REWORK / REPAIR ACCOMPLISHED AT ASSIGNED NAVAL AVIATION DEPOTS. MINOR FIELD REPAIRS COMPLETED ON SITE BY DEPOT FIELD REPAIR TEAMS.

CNATRAINS

Facilities (cont.)

([illegible] pecial Military Facilities

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

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

CLOSE HOLD

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

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

YES.

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

Facilities (cont.)

Special Military Facilities

4. Is the installation located within 150NM of:

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

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

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

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

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

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

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

Facilities (cont.)

F. Facility Support Arrangements for Other Services

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

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

Note: This paragraph includes Navy* as well as other Military service Activities.
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2. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the air station.

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

CLOSE HOLD

Facilities (cont.)

Proximity to Operational Mission Areas

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

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

H. Proximity to Training Areas

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

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

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

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

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

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

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

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

Facilities (cont.)

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

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

1. INDIAN ONE WEST MOA

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

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

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

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

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

f. What is the published availability of each airspace?

   SUNRISE - 2300, MONDAY - FRIDAY AND BY NOTAM

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

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

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

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

   - State reasons for difference between scheduled and actually used.

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

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

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

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

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

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

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

2 CONTINUED

CLOSE HOLD

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

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

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

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

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

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

f. What is the published availability of each airspace?

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

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

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

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

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

   - State reasons for difference between scheduled and actually used.

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

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

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

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

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

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

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

2
ENATRA N3

CLOSE HOLD

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

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

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

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

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

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

f. What is the published availability of each airspace?

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

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

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

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

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

   - State reasons for difference between scheduled and actually used.

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

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

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

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

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

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

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

CNATRAN3

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

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

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

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

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

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

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

   IR-044: ROUTE WIDTH, MINIMUM ALTITUDE.

f. What is the published availability of each airspace?

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

   IR-044: SUNRISE - SUNSET DAILY.

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

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

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

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

   - State reasons for difference between scheduled and actually used.

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

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

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

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

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

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

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

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

CHAPTER N7

CLOSE HOLD

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

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

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

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

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

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

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

   IR-044: ROUTE WIDTH, MINIMUM ALTITUDE.

f. What is the published availability of each airspace?

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

   IR-044: SUNRISE - SUNSET DAILY.

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

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

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

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

   - State reasons for difference between scheduled and actually used.

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

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

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

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

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

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

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

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

CAPTRA NS

CLOSE HOLD

Facilities (cont.)

Air Space and Flight Training Areas (cont.)

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible? **YES.**

- If yes, give an estimate of the percentage of increase and rationale for your estimate
  MERIDIAN ONE EAST MOA (OLF Gunshy) currently utilized by Columbus AFB under an interservice support agreement could be reacquired by CTW-1.

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

c. Are reductions expected? **NO.**

- If yes, give an estimate of the percentage of decrease and rationale for your estimate
  NA

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

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

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

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

9. Commercial Aviation Impact

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

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

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

- Describe the impact. **NA**

Airspace Designator: MERIDIAN ONE EAST MOA

Type of airspace: **MOA/ATCAA**
Dimensions (nm x nm x ft): **30 NM X 24 NM X 15000'(720 SQ MI) 8000-FL 230**

c. Distance from main airfield: **25 NM**
d. Time en route from main airfield: **0.1 HRS**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space?
CURRENTLY AIRSPACE NOT USED BY CTW-1 UNITS.
- If so, how many?
- If so, what types?

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

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

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

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

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

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

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2 - Airspace Designator: MERIDIAN ONE EAST MOA

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

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

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

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

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

Airspace Designator: PINEHILL EAST/WEST MOA

Type of airspace: MOA/ATCAA

b. Dimensions(nm x nm x ft): 42 NM X 52 NM X 13,000 (2185 SQ MI) 10,000-FL230

c. Distance from main airfield: ~~21~~ 23 NM

d. Time en route from main airfield: 0.1 ~~0.2~~ HR

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e. Controlling agency: ATLANTA ARTCC

f. Scheduling agency: TRAINING AIR WING ONE

g. Are canned/stereo airways needed to access air space? YES
   - If so, how many? 1
   - If so, what types? IFR

h. Is the airspace under radar coverage? YES
   - If so, who provides the coverage? ATLANTA CENTER

i. Is the airspace under communications coverage? YES
   - If so, who provides the coverage? ATLANTA CENTER

j. Number of low level airways (below 18,000 ft) that bisect airspace: 0

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0

l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: 2678 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
   - By other services: DATA UNKNOWN

m. Total number of available hours in FY 1990 thru 1993: 18096

n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: 6336 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
   - By other services: DATA UNKNOWN

Total number of hours used:
   - By Navy: 2340 - FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)
   - By other services: DATA UNKNOWN

p. Types of training permitted:

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

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3 - Airspace Designator: PINEHILL EAST/WEST MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **42 NM X 52 NM X 13,000 (2185 SQ MI) 10,000-FL 230**
c. Distance from main airfield: ~~21 NM~~ 23 NM
d. Time en route from main airfield: **0.1** ~~0.2~~ **HR**
e. Controlling agency: **ATLANTA ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1**
   - If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES/ATLANTA CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Number of sorties flown in FY 1993
   - By Navy: **765**
   - By other services: **15**
m. Percent of sorties cancelled due to weather: **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **3168**
   - By other services: **USAF DATA UNKNOWN**
p. Number of hours used
   - By Navy: **1319**
   - By other services: **USAF DATA UNKNOWN**
q. Types of training permitted:

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

CLOSE HOLD

Airspace Designator: BIRMINGHAM MOA

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **32 NM X 47 NM X 17500' (1504 SQ MI)**
c. Distance from main airfield: **30 NM**
d. Time en route from main airfield: **0.2 HR**
e. Controlling agency: **ATLANTA ARTCC**
f. Scheduling agency: **116TH TFW (BIRMINGHAM ANG), MONTGOMERY, AL**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1**
   - If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES/ATLANTA CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **1 (J239)**
l. Number of sorties flown in FY 1993
   - By Navy: **1580**
   - By other services: **711**
m. Percent of sorties cancelled due to weather: **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **2370**
o. Number of scheduled hours in FY 1993
   - By Navy: **2100**
   - By other services: **711 USAF**
p. Number of hours used
   - By Navy: **2100**
   - By other services: **711 USAF**
q. Types of training permitted

Currently Undergraduate Flight Training is conducted in this airspace which includes: Basic Instruments, Radio Instruments, Familiarization, Formation, Air-to-Air Gunnery, Tactical Formation, Night Familiarization and Air Combat Maneauering Flights.

Airspace Designator: COLUMBUS 1/3 MOAs

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nm x nm x ft): **120 NM X 48 NM X 15000'(5760 SQ MI) 8000-FL230**
c. Distance from main airfield: **63 NM**
d. Time en route from main airfield: **0.3 HR**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **14TH FTW, COLUMBUS AFB, MS**
g. Are canned/stereo airways needed to access air space? **UNKNOWN**
   - If so, how many?
   - If so, what types?
h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **USAF DATA NOT AVAILABLE**

Total number of available hours in FY 1990 thru 1993: **12480**

n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **USAF DATA NOT AVAILABLE**
o. Total number of hours used:
   - By Navy: **0 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **USAF DATA NOT AVAILABLE**
p. Types of training permitted: **USAF UNDERGRADUATE PILOT TRAINING**

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5 - Airspace Designator: COLUMBUS 1/3 MOAs

a. Type of airspace: **MOA/ATCAA**
b. Dimensions (nmi. x nmi. x ft): **120 NM X 48 NM X 15000' (5760 SQ MI) 8000-FL 230**
c. Distance from main airfield: **63 NM**
d. Time en route from main airfield: **0.3 HR**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **14TH FTW, COLUMBUS AFB, MS**
g. Are canned/stereo airways needed to access air space? **UNKNOWN**
   - If so, how many?
   - If so, what types?
h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Number of sorties flown in FY 1993
   - By Navy: **0**
   - By other services: **USAF DATA UNKNOWN**
m. Percent of sorties cancelled due to weather: **USAF DATA UNKNOWN**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **0**
   - By other services: **USAF DATA UNKNOWN**
p. Number of hours used
   - By Navy: **0**
   - By other services: **USAF DATA UNKNOWN**
q. Types of training permitted: **USAF UNDERGRADUATE PILOT TRAINING**

Airspace Designator: R-4404 A, B, C (SEARAY TARGET RANGE)

Type of airspace: **RESTRICTED AREA**

. Dimensions (nmi. x nmi. x ft): **10 NM CIRCLE**

c. Distance from main airfield: **25 NM**

d. Time en route from main airfield: ~~0.1 HR~~ .2 HR

e. Controlling agency: **MEMPHIS ARTCC**

f. Scheduling agency: **TRAINING AIR WING ONE**

g. Are canned/stereo airways needed to access air space? ~~YES~~ NO

- If so, how many? ~~1~~
- If so, what types? ~~IFR or VFR~~ N/A

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h. Is the airspace under radar coverage? **YES**

- If so, who provides the coverage? **MEMPHIS CENTER**

i. Is the airspace under communications coverage? **YES**

- If so, who provides the coverage? **MEMPHIS CENTER**

j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**

k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**

l. Total number of sorties/movements flown in FY 1990 thru 1993

- By Navy: **2416** - **FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
- By other services: **150 (DATA NOT AVAILABLE FOR FY90-92)**

m. Total number of available hours in FY 1990 thru 1993: **9360**

n. Total number of scheduled hours in FY 1990 thru 1993:

- By Navy: **2576** - **FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
- By other services: **446 (DATA NOT AVAILABLE FOR FY90-92)**

Total number of hours used:

- By Navy: **1568** - **FY92 + 93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-91)**
- By other services: **298 (DATA NOT AVAILABLE FOR FY90-92)**

p. Types of training permitted: **Air-to-Ground Weapons Delivery.**

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6 - Airspace Designator: R-4404 A, B, C (SEARAY TARGET RANGE)

a. Type of airspace: **RESTRICTED AREA**
b. Dimensions (nmi. x nmi. x ft): **10 NM CIRCLE**
c. Distance from main airfield: **25 NM**
d. Time en route from main airfield: ~~0.1 HR~~ 0.2 HR
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? ~~YES~~ NO
   - If so, how many? ~~1~~
   - If so, what types? ~~IFR or VFR~~

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h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **0**
l. Number of sorties flown in FY 1993
   - By Navy: **2230**
   - By other services: **150 USAF**
m. Percent of sorties cancelled due to weather. **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **2007**
   - By other services: **446**
p. Number of hours used
   - By Navy: **1350**
   - By other services: **298**
q. Types of training permitted: **Air-to-Ground Weapons Delivery.**

7 · Airspace Designator: VR-1030, 1031, 1032, 1033, IR-044

a. Type of airspace: **MTR**
b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE.**
c. Distance from main airfield: **VARIES WITH ROUTE.**
d. Time en route from main airfield: **VARIES WITH ROUTE, 0.2 HRS TO 0.5 HRS.**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1 PER ROUTE**
   - If so, what types? **IFR or VFR**
h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **MEMPHIS CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **819 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **148 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
m. Total number of available hours in FY 1990 thru 1993: **12480**
n. Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **745 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **193 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
Total number of hours used:
   - By Navy: **573 - FY93 DATA (DATA NOT AVAILABLE IN THIS FORMAT FY90-92)**
   - By other services: **103 - FY93 DATA (DATA NOT AVAILABLE FY90-92)**
p. Types of training permitted: **LOW LEVEL NAVIGATION.**

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7 - Airspace Designator: VR-1030, 1031, 1032, 1033, IR-044

a. Type of airspace: **MTR**
b. Dimensions (nmi. x nmi. x ft): **VARIES WITH ROUTE.**
c. Distance from main airfield: **VARIES WITH ROUTE.**
d. Time en route from main airfield: **VARIES WITH ROUTE, 0.2 HRS TO 0.5 HRS.**
e. Controlling agency: **MEMPHIS ARTCC**
f. Scheduling agency: **TRAINING AIR WING ONE**
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1 PER ROUTE**
   - If so, what types? **IFR or VFR**
h. Is the airspace under radar coverage? **YES/MEMPHIS CENTER**
i. Is the airspace under communications coverage? **YES**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **NA**
l. Number of sorties flown in FY 1993
   - By Navy: **819**
   - By other services: **148**
m. Percent of sorties cancelled due to weather. **SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.**
n. Number of available daylight hours in FY 1993: **3120**
o. Number of scheduled hours in FY 1993
   - By Navy: **745**
   - By other services: **193**
p. Number of hours used
   - By Navy: **573**
   - By other services: **103**
q. Types of training permitted: **LOW LEVEL NAVIGATION.**

8 - Airspace Designator: R-4401 A, B, C (CAMP SHELBY TARGET RANGE)

E: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

a. Type of airspace: **RESTRICTED AREA**
b. Dimensions (nmi. x nmi. x ft): **12 NM X 8.5 NM**
c. Distance from main airfield: **88 NM SOUTH OF NAS MERIDIAN**
d. Time en route from main airfield: **0.6 HR**
e. Controlling agency: **HOUSTON ARTCC**
f. Scheduling agency:
MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRG CENTER
g. Are canned/stereo airways needed to access air space? **YES**
   - If so, how many? **1**
   - If so, what types? **IFR**
h. Is the airspace under radar coverage? **YES**
   - If so, who provides the coverage? **HOUSTON CENTER**
i. Is the airspace under communications coverage? **YES**
   - If so, who provides the coverage? **HOUSTON CENTER**
j. Number of low level airways (below 18,000 ft) that bisect airspace: **0**
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: **1 (J50)**
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By Navy: **328 - FY93 DATA (DATA NOT AVAILBLE IN THIS FORMAT FY90-92)**
   - By other services: **DATA NOT AVAILABLE**
m. Total number of available hours in FY 1990 thru 1993: **12480**
Total number of scheduled hours in FY 1990 thru 1993:
   - By Navy: **164 - FY93 DATA (DATA NOT AVAILBLE IN THIS FORMAT FY90-92)**
   - By other services: **DATA NOT AVAILABLE**
o. Total number of hours used:
   - By Navy: **49 - FY93 DATA (DATA NOT AVAILBLE IN THIS FORMAT FY90-92)**
   - By other services: **DATA NOT AVAILABLE**
p. Types of training permitted: **Air-to-Ground Weapons Delivery.**

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8 - Airspace Designator: R-4401 A, B, C (CAMP SHELBY TARGET RANGE)

'TE: CTW-1 CONSIDERED PRIMARY USER OF FACILITY.

a. Type of airspace: RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft): 12 NM X 8.5 NM
c. Distance from main airfield: 88 NM SOUTH OF NAS MERIDIAN
d. Time en route from main airfield: 0.6 HR
e. Controlling agency: HOUSTON ARTCC
f. Scheduling agency:
   MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRG CENTER
g. Are canned/stereo airways needed to access air space? YES
   - If so, how many? 1
   - If so, what types? IFR
h. Is the airspace under radar coverage? YES/HOUSTON CENTER
i. Is the airspace under communications coverage? YES
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 1 (J50)
l. Number of sorties flown in FY 1993
   - By Navy: 328
   - By other services: DATA NOT AVAILABLE.
m. Percent of sorties cancelled due to weather. SORTIE WEATHER CANCELLATION RATE DATA NOT KEPT BY AIRSPACE. ACCURATE DATA NOT AVAILABLE.
n. Number of available daylight hours in FY 1993: 3120
o. Number of scheduled hours in FY 1993
   - By Navy: 164
   - By other services: DATA NOT AVAILABLE.
p. Number of hours used
   - By Navy: 49
   - By other services: DATA NOT AVAILABLE
q. Types of training permitted: Air-to-Ground Weapons Delivery.

Facilities (cont.)

A. Air Space and Flight Training Areas (cont.)

List all the Ranges (Controlled/managed by installation) **(IF NONE, SKIP TO A. 3.)**

Range Name: R-4404 A, B, C (SEARAY TARGET RANGE)

a. List the range(s) that your installation controls/manages? **R-4404 A, B, C**

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc. **R-4404**

c. What is the distance from the installation to the range(s)? **25 NM**

d. What is the size of the range? (in acres) 653.67 NAVY OWNED & 2235.23 IN EASEMENTS.
   - What is the size of the range's(s') impact area(s) (in acres)? **20**
   - What is the size of the restricted area in which the range lies (in square miles)? 10 NM CIRCLE
   - What is the altitude ceiling of the range's(s') restricted area(s)? **11,500**

e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
   NO, MEETS ALL CTW-1 TRAINING REQUIREMENTS.

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)? DAYLIGHT ONLY.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List VT-7 AND 14TH FTW (USAF).

h. What is the published availability of the range(s)?
   - How many hours (average per year for 1990 thru 1993) was the range(s) scheduled? **2453**
   - How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)? **1648**
   - Utilization (average used/average scheduled x 100 = %) **67%**
   - Give reasons for non-use. WEATHER, AIRCRAFT AVAILABILITY, STUDENT AVAILABILITY.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail. NO, INERT ONLY, ENHANCED AIR FORCE SCORING PROGRAM.
   - What are the associated FSWD/ASWS restrictions? INERT ORDNANCE ONLY.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)? NO.
   - What are the associated special weapons restrictions? NA

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail. NO.
   - What are the associated electronic warfare restrictions? NA

l. Are there any noise sensitive area (NSAs) associated with the range(s)? NO.
   - Do any of the NSAs affect or threaten the quality of training? (Explain) NA

m. Are there commercial/civilian encroachment problems associated with the range(s)? NO.
   - Do any of these encroachments affect or threaten the quality of training? (Explain) NO.

n. Describe problems (if any) with hazardous material/waste/ordnance disposal? NONE.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
   JOINT-USE AGREEMENT WITH 14TH FTW, COLUMBUS AFB.
   - Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? NO. If yes, explain.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)?
   YES, EXPAND HOURS TO USE ALL DAYLIGHT HOURS.

q. Are there any planned range real property expansions? YES. PLAN TO PURCHASE A PORTION OF THE PROPERTY UNDER EASEMENT TO ENABLE THE USE OF ROCKETS.
   - What is community reaction to your proposal? NONE NOTED TO DATE.

Facilities (cont.)

A. Air Space and Flight Training Areas (cont)

List all the other air-to-ground training ranges not controled or managed by your installation within 0 nmi. For each range, provide the following data:

Range Name: R-4401 A, B, C (CAMP SHELBY)

a. Location (city/county and state and lattitude and longitude)
NEAR HATTIESBURG, MS/PERRY COUNTY 31° 13' N / 89° 11' W
b. Distance from main airfield: 88 NM SOUTH
c. Time en route from main airfield: 0.6 HR
d. Controlling agency: HOUSTON ARTCC
e. Scheduling agency: MISSISSIPPI AIR NATIONAL GUARD COMBAT READINESS TRAINING CENTER
f. Are canned/stereo airways needed to access air space? YES.
- If so, how many? 1
- If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
g. Is the airspace under radar coverage? YES
- If so who provides the coverage? HOUSTON CENTER
h. Is the airspace under communications coverage? YES
- If so who provides the coverage? HOUSTON ARTCC/CAMP SHELBY
i. Number of low level airways (below 18,000 ft) that bisect airspace: 0
j. Number of high altitude airways (above 18,000 ft) that bisect airspace: 1 (J50)
k. Total number of sorties flown in FY 1990 thru 1993
- By your service: 1993: 328
- By other services (including reserves and national guard): DATA NOT AVAILABLE.
l. Total number of available hours in FY 1990 thru 1993: DATA NOT AVAILABLE.
m. Total number of scheduled hours in FY 1990 thru 1993
- By your service: 1993: 164
- By other services (including reserves and national guard): DATA NOT AVAILABLE.
n. Total number of hours used
- By your service: 1993: 49
- By other services (including reserves and national guard): DATA NOT AVAILABLE.
o. Types of training permitted: AIR-TO-GROUND WEAPONS.

CLOSE HOLD

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.

RFIELDS

ME:	NAS MERIDIAN, MCCAIN FIELD
LOCATION:	32° 33' N / 88° 34' W
APPROACHES:	HI-TACAN Runway 1L
	HI-TACAN Runway 19L
	HI-NDB (UHF) or NDB (UHF/DME Runway 19L
	NDB (UHF) or NDB (UHF)/DME Runway 19L
REMARKS:	Navy Control Tower (Class D Airspace).
	Ground Controlled Approaches (GCA) available.

NAME:	MERIDIAN, KEY FIELD
LOCATION:	32° 20' N / 88° 45' W
APPROACHES:	NBD Runway 1
	ILS Runway 1
	VOR A
	HI-ILS/DME Runway 1
	HI-TACAN or VOR/DME B
REMARKS:	FAA Control Tower (Class D Airspace).
	Ground Controlled Approaches (GCA) available.

ME:	COLUMBUS AFB
LOCATION:	33° 39' N / 88° 27' W
PROACHES:	ILS Runway 13
	ILS Runway 31
	VOR/DME TACAN Runway 13
	VOR/DME TACAN Runway 31
	HI-ILS Runway 13
	HI-ILS Runway 31
REMARKS:	Air Force Control Tower (Class D Airspace).
	Ground Contolled Approaches (GCA) available.

NAME:	NAS MERIDIAN, OLF JOE WILLIAMS FIELD
LOCATION:	32° 48' N / 88° 50' W
APPROACHES:	TACAN Runway 31
REMARKS:	Navy Control Tower (Class D Airspace).

NAME:	COLUMBUS AFB, GUNSHY AUXILIARY FIELD
LOCATION:	32° 56' N / 88° 35' W
APPROACHES:	None.
REMARKS:	None.

AIRWAYS
V18
V56
4-543

NOTE: Minimum Altitude 2000 feet.

JET ROUTES
J4-20
J22-31
NOTE: Minimum Altitude FL240.

MILITARY TRAINING ROUTES (MRT)
IR44
VR1030
VR1031
VR1032
VR1033
VR1050
NOTE: No delays experienced in getting clearance into MTR's.

APPROACH CONTROL SERVICES
AIRSPACE DIMENSIONS:

From	33 13 20 N 88 49 30 W	to
	33 12 00 N 88 25 50 W	to
	33 10 30 N 88 22 00 W	to
	33 05 51 N 88 20 55 W	to
	33 02 35 N 87 59 10 W	to
	32 41 50 N 87 51 00 W	to
	32 35 30 N 87 59 30 W	to
	32 29 50 N 87 53 20 W	to
	32 28 30 N 87 51 50 W	to
	32 14 30 N 87 51 45 W	to
	32 15 20 N 88 04 15 W	to
	32 03 45 N 88 04 15 W	to
	32 03 45 N 88 20 15 W	to
	32 04 10 N 88 20 25 W	to
	31 58 00 N 88 50 00 W	to
	32 04 00 N 89 07 30 W	to
	32 19 00 N 89 17 30 W	to
	32 32 15 N 89 49 30 W	back to
	33 13 20 N 88 49 30 W	

NOTE: FAA Meridian RATCC provides approach control services to aircraft during all phases of flight operations at 12,000 feet and below.

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

NO.

Facilities (cont.)

Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

Airfield Name	Major Use / Capability	Location / Distance
Columbus AFB, MS	**AF Pilot Training/Military Emergency Divert Field and OLF**	**Northeast MS/ ~~63~~ NM 66 NM**
Key Field, Meridian, MS	**Combined Civilian and ANG Airfield/Emergency Divert Field and OLF**	**Meridian, MS/ 16 NM**

2 CNATRAINS

2. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance
Columbus AFB, MS	**Active USAF Base/Support Base**	**63 NM**
AF OLF Gunshy	**Active USAF OLF/Navy OLF**	**23 NM**
NAS New Orleans, LA	**Naval Reserve Base/Support Base**	**180 NM**
NAS Pensacola, FL	**Active NAS/Support Base**	**156 NM**
Camp Shelby, MS	**Active MS ANG/Support Target Range**	**88 NM**

3. What civilian owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Facility Name	Actual / Proposed Use	Distance
Key Field, Meridian, MS	**Civilian and Air National Guard Base/Emergency OLF**	**16 NM**

Facilities (cont.)

J. Unique features

Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this ning installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

AIR STATION DESIGN: NAS Meridian was specially designed for carrier jet pilot training with the Centroid/airfield area located 3 miles from the Administrative Area and 5 miles from the Housing Area so that these areas so not impact or constrain airfield operations and will not constrain any increase or change in mission. The staggered parallel runway layout was designed to provide optimum training efficiency and safety; and also allows for simultaneous IFR departures and recoveries maximizing airfield capacity.

TARGET RANGES (2): The multi-purpose SEARAY Target Range provides bombing and strafing training for jet pilot syllabus and is located 25 NM north of the main station in a rural with no encroachment problems. NAS Meridian also is the primary user of the Mississippi's Air National Guard Camp Shelby's target range with capabilities to shoot rockets.

OLF JOE WILLIAMS FIELD: The station's outlying field (OLF) located 19 NM northwest has an 8,000 foot runway with a lighted carrier deck layout, control tower, beacon light, emergency power backup, fuel/LOX storage, and aircraft parking ramp.

.5 CAPABLE: With the T-45 renovation MILCON project completion in FY94, NAS Meridian is one of only two Air Stations with T-45 training capabilities.

AIRSPACE RANKING: NAS Meridian is located 25 miles from the nearest terminal control zone, Meridian Municipal Airport. There is only one airway (V18) that passes over NAS Meridian above 25,000 feet. The Meridian control zone, approaches, and airways have no impact on NAS Meridian. Ninety to ninety-five percent of Navy aircraft are given unrestricted climbs through Meridian RATCF. NAS Meridian's airspace provides maximum flexibility and capacity. NAS Meridian has AICUZ ordinances with both Lauderdale and Kemper Counties.

FOREIGN PILOT TRAINING: NAS Meridian is the only base providing Strike jet training for foreign pilots from France, Italy, Kuwait, Singapore, Spain, Argentina and Thailand.

NO ENCROACHMENT: Due to the base's rural setting and location 15 miles from the City of Meridian, there is no threat of encroachment either by land or air.

NO ENVIRONMENTAL PROBLEMS: There are no existing or potential environmental problems that have or will affect the accomplishment of the station's mission.

DITION OF FACILITIES: Since NAS Meridian is one of the newest Naval bases commissioned in 1961, the facilities are in good to excellent condition with most requiring only normal maintenance to preserve their condition. Less than five percent of the Annual Inspection Summary (AIS) is critical backlog deficiencies. Special Projects have recently been approved to renovate and upgrade the bachelor quarters.

HURREVAC SITE: Due to the inland location, NAS Meridian is hurricane evacuation site for weather threatened aircraft and personnel based at coastal locations.

NAVAL TECHNICAL TRAINING CENTER MERIDIAN (NTTC): NTTC is the only location that teaches entry level in-rate training to junior personnel in supply, administrative, and religious program rates with the exception of Mess Specialists. The Yeoman "A" School is the only Flag Writer's School in the Navy training personnel in shorthand, protocol, and correspondence. The AZ "A" School also supports training for foreign countries such as South Korea and Saudi Arabia.

NTTC schools and facilities are in place, fully functional and well equipped to provide efficient and effective training. NTTC recently completed recertification with the Southern Association of Colleges and Universities and fully renovated eight barracks complexes. All required equipment including state of the art computers are installed and operational. Laboratory and mock-up displays to enhance student training and understanding are already in place and extensively utilized. Facilities and equipment are in superb condition.

NTTC was commissioned in 1973, so the facilities are in excellent condition. Training facilities, Building 330 and 362 are well designed, well maintained, and well equipped will all supplies, equipment and furnishings required to provide efficient and effective training. They are physically located very close to berthing, messing, exchange, and recreational facilities. They are large enough to easily accommodate anticipated student loading. They provide comfortable, roomy, clean surroundings that are conducive to the learning environment. They have excellent heating and air conditioning systems which can provide a comfortable environment for up to 1200 students. They contain modern classrooms, equipped with modern equipment and teaching aids.

REGIONAL COUNTERDRUG TRAINING ACADEMY: NAS Meridian houses the only Regional Counterdrug Training Academy which provides civilian law enforcement personnel training in counterdrug procedures. This includes a large mock village with 7 buildings for on hands application in the field.

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the 'allation is closed. ~~YES.~~ No. If so, list the following information:

a. Name or type of facility: ~~NAVAL TECHNICAL TRAINING CENTER, MERIDIAN~~

b. Total SF: ~~372,984~~

c. Cat code: ~~NTTC Complex has the following major facilities:~~
~~171-20-2-00361 NTTC Admin Schools Building (66,048 SF)~~
~~171-20-2-00330 NTTC Supply Schools Building (67,200 SF)~~
~~610-10-2-00362 NTTC Administrative Building (20,800 SF)~~
~~723-30-2-00387 NTTC Student Laundry Facility (1,710 SF)~~
~~721-14 & 721-12 NTTC Student Barracks (10 TOTALING = 217,226 SF)~~

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d. Present use: ~~Provides Navy and Marine Corps entry level in-rate training to junior personnel in supply, administrative, and religious program rates.~~

---

a. Name or type of facility: REGIONAL COUNTERDRUG TRAINING ACADEMY

b. Total SF: ~~MAIN CLASSROOM FACILITY: 11,016 SF~~ SH (HERTEL) CNET N-44331 11 MAY 94
Mock village sq ft not available, but has 7 buildings under construction at this time.

c. Cat code: 171-10

d. Present use: Provides enforcement level counterdrug training to civilian law enforcement officer in Alabama, Mississippi, and Louisiana, including a full scale mock village for hands-on training.

Future Requirements

Air Quality

What is the name of the Air Quality Management District in which the base is located?
MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? **NO.**

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location. **NA**

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? **NO.**

a. If the base is in a maintenance area, identify the regulated pollutant(s). **NA**

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme). **NA**

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? **NO.**

Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction per- restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. **NO.**

a. If activities have been restricted, describe the nature, extent and duration of the restriction. **NA**

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? **NO.**

c. If special actions have been implemented, specify the nature of the actions. **NA**

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? **NO.**

Future Requirements (cont.)

Encroachment

Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

NO.

2. Have there been any ATC delays (15 minutes or greater) between initial takeoff request and actual takeoff during the past three years as a result of civilian traffic? If so, please complete the following table.

NOTE: NO ATC DELAYS.

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	NA		
1992	NA		
1993	NA		

How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

NE.

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

Future Requirements (cont.)
B. Encroachment (cont)

Is the existing AICUZ study encoded in local zoning ordnances? **YES.**

BOTH LAUDERDALE AND KEMPER COUNTIES FOR NASMER MAIN AIRFIELD AND OLF JOE WILLIAMS FIELD.

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.

See attached AICUZ footprints for both NAS Meridian's McCain Field and OLF Joe Williams Field.

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

There are no zoning ordinances or restrictions that impact NAS Meridian's operations and no history of litigation exist.

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

).

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

Due to the rural location of the base, local government has not required a comprehensive land use plan.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? **NO.**

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors. **NA**

c. Has the installation implemented noise abatement procedures? **NO.**

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed. **NA**

7 Encroachment (cont)

Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway? 0%
- (b) Within Accident Potential Zone (APZ)I at each end of each active runway? 0%
- (c) Within APZ II at each end of each active runway? 0%
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)? 0%
- (e) Between the 65 Ldn and 75 Ldn noise contours? 0%
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)? 0%
- (g) Within the 80 Ldn noise contour and above (if available)? 0%

Future Requirements (cont.)

Encroachment (cont)

Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	NA			
APZ I				
APZ II				

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.

Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

DNL	Est Pop	Acres	% Incomp L-U
60-65*	NA		
65-75			
75-80*			
80+*			

* If available

Future Requirements (cont.)

Encroachment (cont)

. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?
NO IMPACT.

b. How are local land use plans expected to impact the AICUZ footprints?
NO IMPACT.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ. **NA**

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc.. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

BOTH LAUDERDALE AND KEMPER COUNTIES HAVE ZONING ORDINANCES FOR AICUZ. DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

(1) AICUZ recommended height restrictions.
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
(3) AICUZ recommended development limits for APZ II
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
(8) Are real estate disclosure statements required by local communities? **YES.**

CLOSE HOLD

Encroachment (cont)

Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?
NO IMPACT.

b. How are local land use plans expected to impact the AICUZ footprints?
NO IMPACT.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ. NA

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

BOTH LAUDERDALE AND KEMPER COUNTIES HAVE ZONING ORDINANCES FOR ACUIZ. DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

(1) AICUZ recommended height restrictions
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
(3) AICUZ recommended development limits for APZ II
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
(8) Are real estate disclosure statements required by local communities?

Encroachment (cont)

Future local/regional community encroachment (cont.)

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

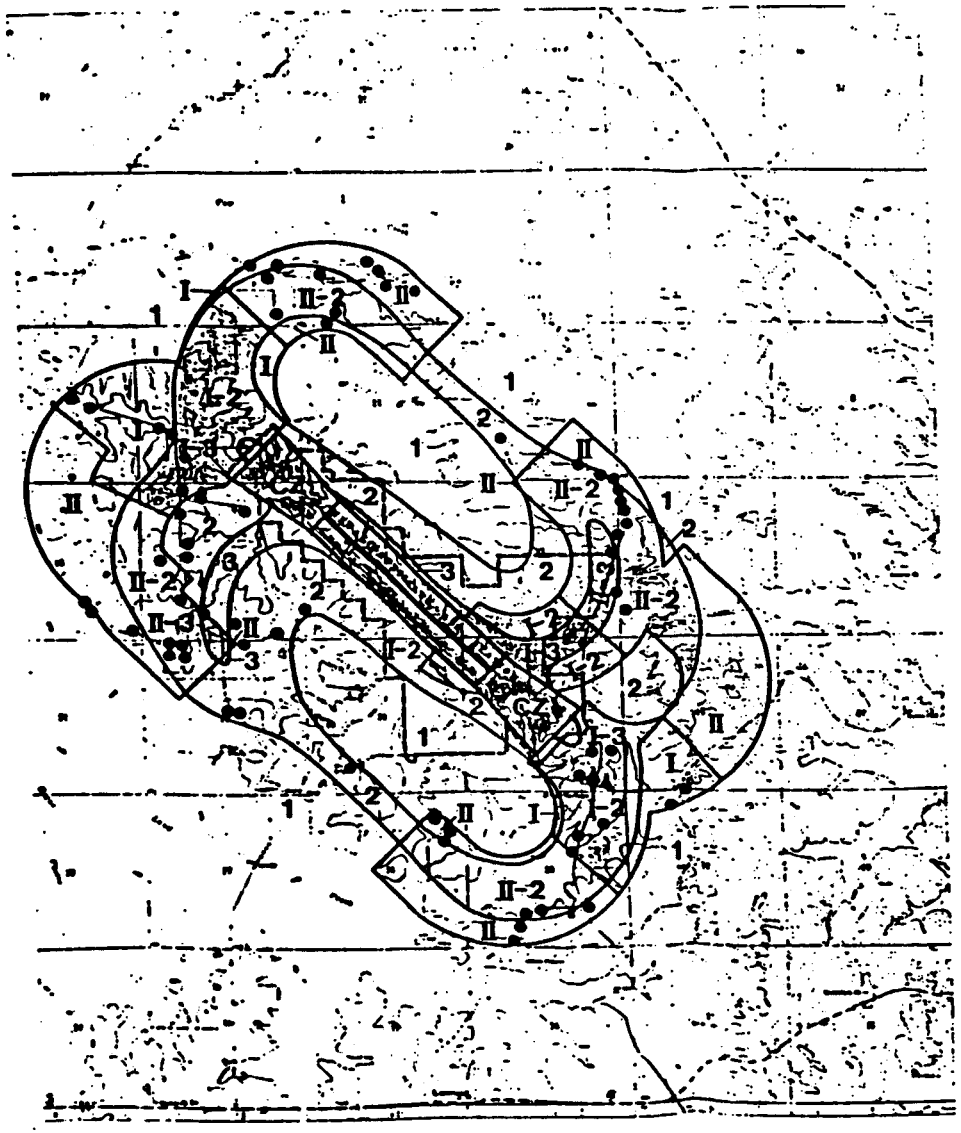
DUE TO THE RURAL LOCATION AND SLOW DEVELOPMENT OF THE AREA, NO SIGNIFICANT DEVELOPMENT EXISTS NOW OR WILL EXIST IN THE FUTURE. WITHIN THE SURROUNDING PROXIMITY OF THE BASE, THERE IS ONLY PRIVATELY OWNED LAND WITH SPARSELY SPACED HOUSES, WOODED AREAS AND FARMLAND.

f. Has all clear zone acquisition been completed? **YES.**

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs. **NA**

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

YES. NAS MERIDIAN WAS SPECIFICALLY DESIGNED FOR JET PILOT TRAINING WITH THE AIRFIELD LOCATED COMPLETELY SEPARATED FROM THE ADMINISTRATIVE AND HOUSING AREAS. THE AIRFIELD HAS NO NOISE IMPACT ON THE REST OF THE AIR STATION.



COMPOSITE AICUZ FOOTPRINT AND LAND USE INCOMPATIBILITIES

OLF Bravo

NAS Meridian

OLF JOE WILLIAMS FIELD

LEGEND

- ● Residential
- ▲ Institutional
- ♦ Commercial

ACCIDENT POTENTIAL ZONES

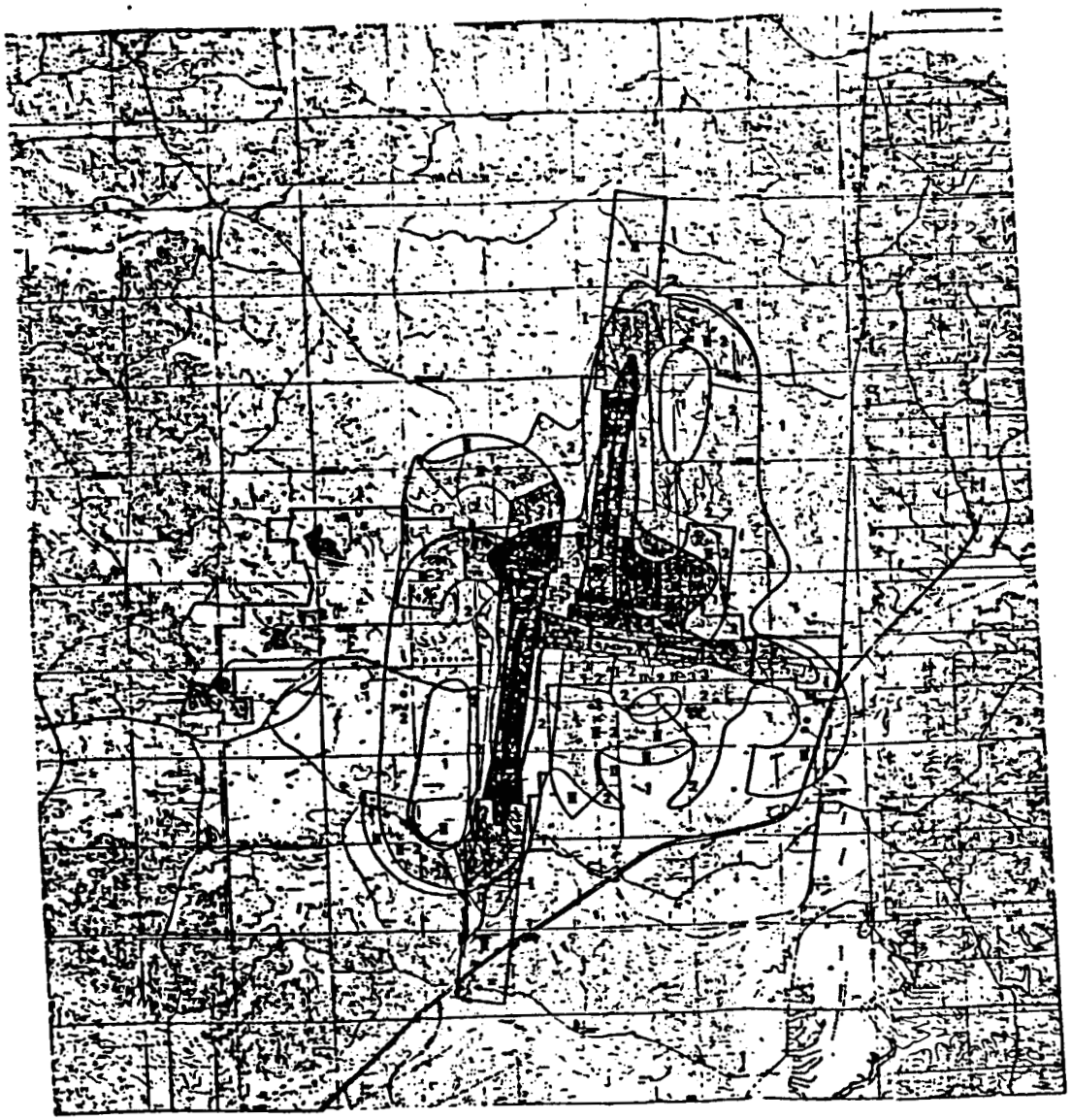
NOISE ZONES	CLEAR ZONE	I	II	—
1				
2				
3				

N

4169 2085 0 4169 83

GRAPHIC SCALE IN FEET

FIGURE A-



COMPOSITE AICUZ FOOTPRINT AND LAND USE INCOMPATIBILITIES

McCain Field
NAS Meridian

LEGEND

- Residential
- Institutional

ACCIDENT POTENTIAL ZONES

CLEAR ZONE | I | II | –

NOISE ZONES 1 2 3

N

7142 3571 0 7142 14,

GRAPHIC SCALE IN FEET

FIGURE A

TABLE A-7

LAND USE COMPATIBILITY MATRIX

CLEARLY INCOMPATIBLE

NORMALLY INCOMPATIBLE

NORMALLY COMPATIBLE

CLEARLY COMPATIBLE

AICUZ ZONES	LAND USE																	
	Residential - Low, Medium, High Density	Residential - Mobile Homes	Residential - Transient Lodgings	Commercial - Retail	Commercial - Wholesale	Commercial - Restaurants, Theaters	Services-Personal, Business, Professional	Institutional-Schools, Churches	Institutional-Cultural Activities	Recreational - Golf Courses, Water	Recreational-Playgrounds, Parks	Recreational-Spectator Sports	Industrial-Manufacturing	Agricultural-Livestock	Agricultural-Crops	Fishing Activities	Transportation/Utilities	Wetlands	Forests/Open Space
CLEAR ZONE																			
I-3 Accident Potential Zone I High Noise Impact-Zone 3																			
I-2 Accident Potential Zone I Moderate Noise Impact-Zone 2																			
II-3 Accident Potential Zone II High Noise Impact-Zone 3																			
II-2 Accident Potential Zone II Moderate Noise Impact-Zone 2																			
3 High Noise Impact Zone																			
2 Moderate Noise Impact Zone																			
I Accident Potential Zone I																			
II Accident Potential Zone II																			

TABLE A-8

LAND USE OBJECTIVES MATRIX

NO NEW DEVELOPMENT

CONDITIONAL NEW DEVELOPMENT

NO RESTRICTION

AICUZ ZONES	LAND USE																	
	Residential - Low, Medium, High Density	Residential - Mobile Homes	Residential - Transient Lodgings	Commercial - Retail	Commercial - Wholesale	Commercial - Restaurants, Theaters	Services - Personal, Business, Professional	Institutional - Schools, Churches	Institutional - Cultural Activities	Recreational - Golf Courses, Water	Recreational - Playgrounds, Parks	Recreational - Spectator Sports	Industrial Manufacturing	Agricultural - Livestock	Agricultural - Crops	Fishing Activities	Transportation/Utilities	Wetlands	Forests/Open Space
CLEAR ZONE																			
I-3 Accident Potential Zone I High Noise Impact-Zone 3																			
I-2 Accident Potential Zone I Moderate Noise Impact-Zone 2																			
II-3 Accident Potential Zone II High Noise Impact-Zone 3																			
II-2 Accident Potential Zone II Moderate Noise Impact-Zone 2																			
3 High Noise Impact Zone																			
2 Moderate Noise Impact Zone																			
1 Accident Potential Zone I																			
II Accident Potential Zone II																			

Future Requirements (cont.)

Ability for Expansion

Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

YES.

2. What is the availability of off-installation acreage for possible future installation development?

Due to the rural location with no encroachment, unlimited acreage is available surrounding the base.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KW)	12,500 *	12,500	5,950	7,908
Water (GPD)	1,500,000	None	600,000	1,200,000
Sewage (GPD)	1,400,000	None	425,000	1,200,000
Natural Gas (CFH)	41,667 **	33,000*** 100,000	20,000	33,000
High Temp Water/Steam Gen	NA			
Short Term Parking	0			
Long Term Parking	0			

*** UTILITY COMPANY TRANSFORMER SIZE CAPABILITY.**
**** OFF BASE CAPACITY (33,000 CFH) PLUS ON BASE PROPANE PLANT GENERATING CAPACITY (8,667 CFH).**
***** 33,000 CFH ON SPOT GAS RATES AND 100,000 CFH ON FIRM CONTRACT RATES.**

4. Are there any characteristics regarding your utility systems that should be considered?

WC

CLOSE HOLD

Future Requirements (cont.)

Ability for Expansion

Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

YES.

2. What is the availability of off-installation acreage for possible future installation development?

Due to the rural location with **no encroachment, unlimited acreage is available surrounding the base.**

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	12,500	~~None~~ 8,500 KW	5,950	7,908
Water (GPD)	1,500,000	None	600,000	1,200,000
Sewage (GPD)	1,400,000	None	425,000	1,200,000
Natural Gas (CFH)	41,667	None	20,000	33,000
High Temp Water/Steam Gen	NA			
Short Term Parking	NA			
Long Term Parking	NA			

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4. Are there any characteristics regarding your utility systems that should be considered?

NO.

Future Requirements (cont.)

Ability for Expansion (cont.)

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: NAS MERIDIAN

TOTAL ACRES GOVT OWNED: 8060.65

TOTAL ACRES LEASED: 4.11

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational	1781	1741	40	0
Training	61	61	0	0
Maintenance	41	41	0	0
Research & Development	0	0	0	0
Supply and Storage	18	18	0	0
Admin	11	11	0	0
Housing	226	131	15	80
Recreational	310	310	0	0
Navy Forestry Program	5613	0	568	5045
Navy Agricultural Outlease Program	0	0	0	0
Hunting/fishing Programs	Used as part of Forestry Programs	0	0	0
Other	0	0	0	0
TOTAL	8061	2313	623	5125

CLOSE HOLD

'e Location: OLF JOE WILLIAMS FIELD (BRAVO)

TOTAL ACRES GOVT OWNED: 1255.42
OTAL ACRES UNDER EASEMENTS: 218.0

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational				
Training	555.42	555.42	0	0
Maintenance				
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program	700	0	700	0
Navy Agricultural utlease Program				
nting/fishing Programs				
Other				
TOTAL	1255.42	555.42	700	0

NOTE: This property is used strictly as an Outlying Field (OLF) and no future development is permitted except for Air Training facilities related to OLF operations.

Site Location: MULTI-PURPOSE SEARAY TARGET RANGE

TOTAL ACRES GOVT OWNED: 653.67
TOTAL ACRES UNDER EASEMENTS: 2235.23

Land Use	Total Acres	Developed	Available for Development	
			Restricted	Unrestricted
Operational				
Training	653.67	0	653.67	0
Maintenance				
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/fishing programs				
Other				
TOTAL	653.67	0	653.67	0

NOTE: This property is used strictly as a Target Range and no future development is permitted except for Air Training facilities related to the operation.

CLOSE HOLD

6. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

NWAY DESIGN: Designed specially for jet training, with staggered parallel runways to accommodate simultaneous IFR departure and recovery.

TARGET RANGE/R4404 A,B,C: Controlling authority for SEARAY Target Range with 29 NM and newly installed electronic scoring equipment to meet current fleet and U.S. Air Force needs.

TARGET RANGE/R4401, A,B,C: Primary user of Mississippi Air National Guard Camp Shelby's Target Range.

OLF JOE WILLIAMS FIELD: Controlling authority for modern outlying field with embedded carrier deck lighting.

LOW AIRSPACE TRAFFIC DENSITY: Rural location of base and airspace allows for excellent pilot training conditions eliminating mid-air collision potential and creating hazard free airspace for training.

'5 CAPABLE: With the T-45 renovation MILCON project completion in FY94, NAS Meridian is of only two Air Stations with T-45 training capabilities.

EXCELLENT RUNWAY CONDITION: Airfield surveys of the concrete was good to excellent; however, all runways are being grooved to improve runway friction coefficient.

LOW CORROSIVE ATMOSPHERE: Inland location allows for less aircraft corrosion control maintenance and less downtime.

NO ENCROACHMENT: Air Station located in rural setting with no airspace or property encroachment problems.

TRAINING AIR STATION DESIGN: Specially designed for jet training with Administrative and Housing facilities located 3 to 5 miles outside accepted AICUZ.

GEOGRAPHIC SIZE AND LOCATION: Greater than 8,000 acres located and surrounded by rural odlands; ample room for future expansion and development.

/USAF JOINT-USE TRAINING: Close proximity of Navy and Air Force (Columbus AFB) jet pilot training bases allows for maximum utilization of facilities. Currently the Navy and Air Force have agreements for joint use of the Navy's SEARAY Target Range and the Air Force's OLF Gunshy (ALPHA).

NAVAL TECHNICAL TRAINING CENTER FACILITIES: NTTC is the only location that teaches Navy and Marine Corps entry level in-rate training to junior personnel in supply, administrative, and religious program rates with the exception of Mess Specialists.

COUNTERDRUG TRAINING FACILITIES: Newly established counterdrug training facilities, including a mock village for counterdrug tactics application, allows for one of a kind law enforcement training for civilian law officers and security forces.

Manpower Implications

Quality of Life

Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? **NO.**

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	13	13	0	0
Officer	3	69	69	0	0
Officer	1 or 2	50	50	0	0
Enlisted	4+	102	102	0	0
Enlisted	3	174	174	0	0
Enlisted	1 or 2	112	112	0	0
Mobile Homes	0	0	0	0	0
Mobile Home lots	0	0	0	0	0

(3) In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

No inadequate facilities.

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[4]	Average Wait
O-6/7/8/9	1	NA	NA
	2	NA	NA
	3	0	0
	4+	0	0
O-4/5	1	NA	NA
	2	NA	NA
	3	0	6-9 months
	4+	0	12-18 months
O-1/2/3/CWO	1	NA	NA
	2	5	1-4 months
	3	0	1-3 months
	4+	1	9-12 months
E7-E9	1	NA	NA
	2	NA	NA
	3	0	0-2 months
	4+	0	0-1 month
E1-E6	1	NA	NA
	2	6*	0-2 months
	3	1	0-2 months
	4+	0	0-1 month

*** 4 are deferred due to lease agreements and 2 have not reported to area.**
NOTE: E1-E9s are all assigned to same type housing units from the same waiting list.

[4]As of 31 March 1994.

Manpower Implications (cont.)

Quality of Life (cont.)

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)? **100%**

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	**96.03**
Substandard/Semi-Permanent	**NA**
Inadequate/Temporary	**NA**

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

Due to contracting of aircraft maintenance services for AIMD and VT squadrons, enlisted personnel loading has decreased. As a result NAS has redesignated 44 units for student pilot officers, permitted nilies to retain housing if the service member was going to sea duty, and permit E1-E3 to compete ally for housing with all enlisted.

(b) BEQ:

(1) Provide the utilization rate for BEQ's for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	**51**
Substandard/Semi-Permanent	**16**
Inadequate/Temporary	**0**

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

No change.

Manpower Implications (cont.)

Quality of Life (cont.)

:) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	**58**
Substandard/Semi-Permanent	**0**
Inadequate/Temporary	**0**

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

NO CHANGE.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? **NO.**
type unit, total number of units, size, capacity and availability date.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
NA				

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

NO MILCONs PLANNED.

Quality of Life (cont.)

or on-installation MWR facilities[5] available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS MERIDIAN DISTANCE: On main station

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	10	Y
	Outdoor Bays	2	Y
Arts/Crafts	SF	0	N/A
Wood Hobby	SF	2620	N
Bowling	Lanes	12	Y
ALL HANDS CLUB/ Enlisted & Officers	SF	12600	N
Library	SF	3971	Y
Library	Books	14829	Y
Theater	Seats	0	NA
ITT	SF	200	Y
Museum/Memorial	SF	0	NA
Pool (indoor)	Lanes	7	N
Pool (outdoor)	Lanes	7	N
Beach	LF	NA	NA
Swimming Ponds	Each	0	NA
Tennis CT	Each	6	N

B. Patrick
CNET N-432
5-11-94

Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	1	N
Basketball CT (outdoor)	Each	4	N
Racquetball CT	Each	2	N
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	15	Y
Gymnasium	SF	21000	N
Fitness Center	SF	5032	N
Marina	Berths	0	NA
Stables	Stalls	32	Y
Softball Fld	Each	3	N
Football Fld	Each	1	N
Soccer Fld	Each	1	N
Youth Center	SF	3522	N
Teen Center	SF	2400	N
Okatibbee Lake Rec Area	Each	1	NA
Rod & Gun Club	SF	1344	N
Playgrounds	Each	3	NA
Picnic Pavilliones & Grounds	Each	7	NA
Gear Rental/Issue	Each	1	N
Storage Compound	Each	1	NA
Pistol Range	Each	1	NA
Nature Trail	Each	1	NA
Dog Kennels	Each	2	NA
Golf Clubhouse	SF	6266	Y
Fishing piers	Each	2	NA
Lakes	Each	15	NA
Jogging Track	Miles	2.5	NA

ADDED REST OF PAGE

3. Is your library part of a regional interlibrary load program? YES.

Manpower Implications (cont.)

Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	1	N
Basketball CT (outdoor)	Each	4	N
Racquetball CT	Each	2	N
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	15	Y
Gymnasium	SF	21000	N
Fitness Center	SF	5023 A ROOM IN THE GYM	N
Marina	Berths	0	NA
Stables	Stalls	32	Y
Softball Fld	Each	3	N
Football Fld	Each	1	N
Soccer Fld	Each	1	N
Youth Center	SF	3522	N
Teen Center	SF	2400	N
Okatibbee Lake Rec Area	Each	1	NA
Rod & Gun Club	SF	1344	N

3. Is your library part of a regional interlibrary loan program? YES.

CLOSE HOLD

Manpower Implications (cont.)

Quality of Life (cont.)

Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
		3128 SF	0	0	NA	NA
0-6 Mos	NA				NA	NA
6-12 Mos	NA				NA	NA
12-24 Mos	9				1	0 DAYS
24-36 Mos	7				2	1 MO
3-5 Yrs	21	2800 SF	0	0	3	0 DAYS

NOTE: CHILD CARE HAS 2 SEPARATE BUILDINGS. NO SPECIFIED AREA FOR ONLY 12-24 S OR 24-36 MOS. DO NOT PROVIDE FOR YOUNGER THAN 12 MONTHS OLD.

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:
No inadequate facilities.

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.
Family Home Care.

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs). No.

Quality of Life (cont.)

f. Complete the following table for services available on your installation. If you have any se. ..es not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	15351
Gas Station	SF	2576
Auto Repair	SF	Part of Gas Station
Auto Parts Store	SF	Part of Gas Station
Commissary	SF	14600
Mini-Mart	SF	6544
Package Store	SF	2046
Fast Food Restaurants	Each	6
Bank/Credit Union	Each	1 / 1
Family Service Center	SF	6720
Laundromat	SF	3034
Dry Cleaners	Each	1
ARC	PN	NO ARC ON STATION
Chapel	PN	250
FSC Classrm/Auditorium	PN	2
Base Auditorium	SF	6102
Recreation Center	SF	14082

NEX AUTO SERVICE CENTER AND "COUNTRY STORE" COMPLEX INCLUDES THE GAS PUMPS, AUTO PARTS STORE, WITH REPAIR AREA; RETAIL STORE SPACE; VIDEO RENTAL SHOP. THIS IS A VERY FUNCTIONAL MULTI-PURPOSE AREA.

B. PATRICK
CNET N-432
BP 5-11-94

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Jackson, MS	100
Birmingham, AL	140
New Orleans, LA	200

Manpower Implications (cont.)

- Quality of Life (cont.)

Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	None	None
E2	None	None
E3	None	None
E4	None	None
E5	None	None
E6	None	None
E7	None	None
E8	None	None
E9	None	None
W1	None	None
W2	None	None
W3	None	None
W4	None	None
O1E	None	None
O2E	None	None
O3E	None	None
O1	None	None
O2	None	None
O3	None	None
O4	None	None
O5	None	None
O6	None	None
O7	None	None

250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser OOR/228
6 Jun 94

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Corpus Christi
(2) Revised Pages - NAS Kingsville
(3) Revised Pages - NAS Meridian

1. Reference (a) certified and forwarded the original activity certifications to CNO (N44). Enclosures (1) through (3) contain revised pages which should be incorporated into enclosures (2), (3), and (4) respectively of reference (a).

C. R. GIMBEL
By direction

NC

Command: NAS MERIDIAN

Data Call Number Twenty Revisions
(Pages 5, 15, 16 & 17)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

R. K. U. KIHUNE
NAME

Signature

CNET
Title

6 JUN 1994
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE Jr
NAME

Signature

ACTING
Title

6/8/94
Date

Encl (5)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

Date 2 June 94

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

27 MAY 94
Date

TRAINING AIR WING ONE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

2 June 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

A. INGRAM, CDR, USN
Name

ACTING
COMMANDING OFFICER
Title

NAVAL AIR STATION, MERIDIAN, MS
Activity

Signature

27 MAY 1994
Date

Command: NAS Meridian

Data Call Number Twenty (Revision) (pg 5)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND	TLMcClelland
NAME	Signature
Acting	18 MAY 94
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J.B. GREENE Jr	JB Greene Jr
NAME	Signature
ACTING	6/8/94
Title	Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

W B Hayden
Signature

Chief of Naval Air Training
Title

12 MAY 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

Command: NAS Meridian

Data Call Number Twenty

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. L. McCLELLAND
NAME

Signature

Acting
Title

13 May 94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE JR
NAME

Signature

ACTING
Title

6/8/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

5 MAY 94
Date

TRAINING AIR WING ONE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

9 MAY 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

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DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

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Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

5 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: **NAS Meridian**

Data Call Number Twenty Revisions
(Page 58)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

Signature

Acting
Title

6/1/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J.B. GREENE Jr
NAME

Signature

ACTING
Title

6/8/94
Date

NAS MERIDIAN MS/UIC: 63043

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

16 MAY 94
Date

TRAINING AIR WING ONE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

NAS MERIDIAN MS/UIC: 63043

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ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

Data Call Number ~~Three~~ 20 Amendment ~~One~~ 7 Revisions
(Pages 6, 25a & 71)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

Signature

Acting
Title

5/31/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR
NAME

Signature

ACTING
Title

2 JUN 94
Date

Encl (3)

CNATRA REVISIONS OF 5/18/94, PAGES 6 & 25a

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

P R Statskey
Signature

Chief of Naval Air Training (ACTING)
Title

Date 25 May 94

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

16 MAY 94
Date

TRAINING AIR WING ONE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
~~W. B. HAYDEN, RADM, USN~~
NAME (Please type or print)

Signature

Chief of Naval Air Training (ACTING)
Title

25 May 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

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Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

13 MAY 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

Data Call Number Twenty Revisions
(Pages 36, 38, 56, and 69)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN	PETobin
NAME	Signature
Acting	06 SEP 1994
Title	Date
CNET	
Activity	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER	WAEarner
NAME	Signature
	9/8/94
Title	Date

WC

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

23 Aug 94
Date

TRAINING AIR WING ONE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. STATSKEY, CAPT, USN
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

29 Aug 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

22 Apr 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

Command: NAS Meridian

Data Call Number Twenty Revision
(Page 31)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

P. E. TOBIN
NAME

PETT
Signature

Acting
Title

10/5/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P.W. DRENNON
NAME

Signature

Acting
Title

12 OCT 1994
Date

WC

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

20 SEP 94
Date

TRAINING AIR WING ONE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

P. R. LANIER, CDR, USN
~~P. R. STATSKEY, CAPT, USN~~
NAME (Please type or print)

Signature

CHIEF OF NAVAL AIR TRAINING (ACTING)
Title

26 SEP 94
Date

NAVAL AIR TRAINING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

19 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity

DEPARTMENT OF THE NAVY
CHIEF OF NAVAL EDUCATION AND TRAINING
250 DALLAS ST
PENSACOLA FLORIDA 32508-5220

11000
Ser 00R/707
27 SEP 1994

From: Chief of Naval Education and Training
To: Chief of Naval Operations (N44)

Subj: FY 1995 BASE REALIGNMENT AND CLOSURE (BRAC) DATA CALL NUMBER TWENTY

Ref: (a) CNET ltr 11000 Ser 00R/179 of 13 May 94

Encl: (1) Revised Pages - NAS Meridian

1. Reference (a) certified and fowarded the original activity certification to CNO (N44). Enclosure (1) contains revised pages which should be incorporated into enclosure (4) of reference (a).

C. R. GIMBEL
By direction

WC

Command: NAS Meridian

Data Call Number Twenty Revisions
(Pages 12 and 38)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. D. ANDERSON
NAME

Signature

Acting
Title

9/27/94
Date

CNET
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P.W. DRENNON
NAME

Signature

Acting
Title

12 OCT 1994
Date

NAS MERIDIAN UIC 63043
REV 9/7/94 PGS 12&38

NAS MERIDIAN MS/UIC: 63043

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

T. J. PUDAS, CAPT, USN
NAME (Please type or print)

Signature

COMMANDER
Title

8 SEP 94
Date

TRAINING AIR WING ONE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

W. B. HAYDEN, RADM, USN
NAME (Please type or print)

Signature

Chief of Naval Air Training
Title

19 SEP 94
Date

Naval Air Training Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

NAS MERIDIAN MS/UIC: 63043

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. LEITZEL, CAPT, USN
Name

R. L. Leitzel
Signature

COMMANDING OFFICER
Title

7 SEP 94
Date

NAVAL AIR STATION, MERIDIAN, MS
Activity